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IS THE SAME
TO YOU
WHEN YOU USE
LAZARUS'
BIFOCAL GLASSES.

The China Mail.

ESTABLISHED 1843

April 9, 1920, Temperature 62

Rainfall 0.00 inch.

Humidity 70.

April 9, 191, Temperature 54.

No. 17,920.

五拜禮

號九廿四年十二百九千一英

HONGKONG, FRIDAY, APRIL 9, 1920.

日一廿月二申庚戌年九國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES

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ENGINEERS and SHIPBUILDERS,
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Marine and Land Engineers, Boilermakers,
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SOLE AGENTS FOR "KELVIN MOTORS".

Motors from 12 H.P. to 50 H.P. new in stock also spare parts.
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CARS FOR HIRE IN HONGKONG AND KOWLOON

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Hudson, Essex, Dodge Brothers and Siddeley-
Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.

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effervescent

LIVER SALTS

taken in the morning will quickly relieve
that slight derangement and impart a
feeling of health, vigour and exhilaration.

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The Hongkong Dispensary.

PIANOS

of Artistic Design
Charming Tone Quality
and Superior Workmanship.

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ROBINSON PIANO
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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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A WELL-KNOWN FACT

CAMPBELL MOORE & CO., LTD.

ARE THE ONLY
EUROPEAN HAIR DRESSERS
IN THE COLONY.

SPECIAL LADIES' SALOON
HONGKONG HOTEL BUILDING.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

COST OF STATISTICS.

LONDON, April 7.
The report of the imperial conference has been issued. It recommends the early formation of an Empire Bureau of statistics, and suggests that the money necessary for the maintenance of the bureau be provided by a joint contribution from the various countries concerned, in proportions to be agreed upon. For example, one basis of apportionment before the conference was as follows: the United Kingdom, sixteen; India four; Canada three and a quarter; Australia two; New Zealand one; South Africa one and three quarters; the colonies and protectorates two. All these figures represent thousands sterling.

THERE ARE MANY BRANDS OF LABOUR.

LONDON, April 6.
The independent labour conference at Glasgow decided to withdraw from the international socialist conference at Geneva, and rejected a proposal immediately to affiliate with the Moscow International.

FRANCE AND GERMANY.

LONDON, April 7.
The morning papers commenting on the French advance in Germany wholeheartedly support the French action which is described as a disciplinary measure to secure the execution of the treaty.

The Daily Telegraph says: "In as far as British opinion is concerned we are convinced it is nearly unanimous in approving the French action."

The Morning Post says there should be little fear now of any disastrous developments if the allies are true to themselves and the treaty.

The Daily Mail says the coterie that is always disposed to scold France is entirely negligible. Germany had inexcusably torn up Articles 43 and 44, and had not punished the militarists' recent exploit.

The Times says the French step was wholly precautionary and when no longer necessary would be discontinued. Our French friends were assured of the fullest and heartiest support of their British comrades in arms.

BERLIN, April 7.
The German government in a note to France protests at the action of the French army, in the name of justice, reason, and humanity. It declares that had the German government not intervened quickly in Ruhr, the Red movement would have shaken the German republic to its foundations. It scouts the idea that the despatch of troops involves any menace to France and declares it is impossible for any government of Germany to restore and maintain order if it meets with unjustified suspicion from ex-enemies at every step.

The German Government in a proclamation issued in the occupied towns declares that France is a hard-hearted opponent carrying out a Shylock policy and monstrously playing with the world's peace. It promises to do its utmost to shorten the period of suffering.

PARIS, April 7.
Mayence reports that in the French advance the only incident was that a German armoured car fired two shells at a cavalry patrol.

A German communique protests at the French action, which it says was not in accordance with the peace treaty or the insignificance of the German measures in Ruhr.

LONDON, April 7.
Reuter learns authoritatively from a French source that they have reason to believe the Germans will evacuate the neutral zone in a few days, whereupon the French troops will be withdrawn, so closing the incident, which has served the purpose of conclusively proving to the Germans that the terms of the treaty must be carried out.

LONDON, April 7.
The French advance beyond the Mayence bridgehead is practically complete.

Besides Frankfurt, Darmstadt, and Hanau, the towns of Offenbach, Somburg, and Wiesbaden were occupied without incident, except that in north Frankfurt a German armoured car fired on a French cavalry patrol. This was attributed to the action of excited soldiers, and is disregarded.

Long columns of Reds with motor lorries were afoot yesterday. They passed Elberfeld, where they mostly surrendered their arms. Other portions of the Red army marched into occupied territory, chiefly about Solingen, where they were disarmed by the British. Other Reds are still armed and wandering among the mountains. The Reds arrested at Duisburg were sent for trial to Vossel at an extraordinary Court Martial. It is stated in Berlin that work has been fully resumed at the Bochum mines. The general council of the Reds is transferred to Barmen from Essen.

PROGRESS OF BOLSHEVISM.

HAREN, VIA SHANGHAI, April 7.

All is quiet at Vladivostok. The Japanese have returned the public buildings and the railway station, seized during the fighting, and yesterday they hauled down the Japanese flag. The affair was attributed to retaliation arising out of a patrol incident.

TURKEY.

CONSTANTINOPLE, April 7.

The new Turkish Cabinet has Damad Ferid as grand vizier, Reschid Bey as minister for the interior, and Medved Vid as marine and war minister ad interim.

RELIGIOUS FIGHTS AT JERUSALEM.

CAIRO, April 7.

Travellers from Jerusalem report that conflict has resumed and that Arab feeling against the Jews is most acute. Collisions between religious processions celebrating the Moslem Nebimoussa and the Jewish passover took place. Knives were used and huge stones from the roadway near Jaffa gate were wrenched up. Ten corpses were collected by British soldiers who appeared at the height of the melee. Everything calmed down immediately they appeared.

GERMAN SOLDIERING.

BERLIN, April 7.

The inter-allied military commission has reminded the foreign office of the necessity for carrying out the undertaking to disband the Reichswehr by April 10. It points out that the Reichswehr on full mobilisation basis frequently engages in military exercises.

STRIKERS' SENTIMENTS.

HOLDING OUT FOR 40 PER CENT.

Officers of the Chinese Engineers' Institute state that they have gotten into communication with the strikers, who, after quitting their Hongkong jobs, departed for Canton, on the matter of a 3 cents per hour flat increase, as offered in arbitration by the Secretary for Chinese Affairs. They say that the proposal of the Hon. Mr. Hallifax was discussed for a long time at a meeting held at the Canton Engineers' Institute. All claimed that the cost of living in Hongkong is extraordinarily high; that only 10lbs. of medium quality rice could be obtained for one dollar; that the cheapest rate of living for a single man is \$13; and that the living expenses of a small family, consisting of a man and wife, and one child would be about \$39 per month. (We believe this amount to be too high, as the living expense of each member of a household should never proportionately equal that of a single man, whose meals and rent are a matter of profit to a landlord—Ed. C.M.) The strikers at Canton also stated that the above amounts do not include expense for education, clothes and medicine. They say that, in Hongkong the average mechanic cannot make wages at the rate of one dollar a day for the entire month. Paid as they are on the per diem of labour basis, they get no money for Sundays and holidays off, although they can earn more money in rush seasons by working overtime far into the night.

The strikers state that, in most cases, the families of the working men had to leave Hongkong long before a strike was contemplated, in order to get the advantage of cheaper cost of living in Canton. They say, "We really cannot mention the poverty and hardships of those who have old parents and a number of children. There is an outrageous thing in the European factories in Hongkong, which is unsatisfactory to those workers. Many workmen have been told to rest in an alternative term when the factories' business is dull, so as not to be expensive. Owing to this some of those workmen can only get two or three weeks' wages in a month, and it is really a great handicap to a man's daily living."

By the above remarks, it is meant that, due to being laid off because of lack of work, as a measure of economy on the part of employers, many of the workers do not make, if they draw pay at the rate of say \$1.00 per diem, the sum of \$30.00 per month, but, lose \$1.00 dollar per month for each Sunday and holiday off, as well as \$1.00 for each day on which they are laid off.

At the Canton meeting, all were unanimous in declaring that they could not support their families unless they received an increase of 40 per cent, and they refused to return to Hongkong for anything less.

Many of them are finding employment in Canton concerns, as business in that section is picking up. Although the number of machines in Canton is limited, there is a great deal of manual labour used, and some of the companies newly started up in Canton are offering opportunities for employment. In Canton, it is claimed, the workmen can get wages of from 80 to 90 cents per diem, and a man can make about \$25.00 per month, and the factories are working day and night. Up to 9.00 p.m., they can make an extra half day's wages. Against the Hongkong price of 10 lbs. of rice for a dollar, they can obtain 19 lbs. of rice in Canton for the same sum. \$6.00, they say, is enough for a man's living, and a place which costs \$15.00 in rent in Hongkong, can be hired in Canton at the rate of \$4.00 to \$5.00 per month. Therefore, the workers claim, a man can support a family of three or four persons, and still have enough money left to provide for the education of his children, instead of putting them to work at an early age as is the custom in Hongkong.

At present there exists a deadlock on the matter of Hongkong wages. Workmen who have been employed by private concerns in Hongkong, it is said, will all leave for Canton soon. Those working in the public service organizations are restless and wish to join in the strike movement, but are being advised by their Institute to remain steady, at least for the present.

The intentions of the employers cannot be ascertained at this time, as no information is being given out to the public by them.

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3516.

BUSINESS NOTICES

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UNDERWEAR

THE HEALTHIEST AND MOST COMFORTABLE
FOR HOT SEASON WEAR. IT IS EASILY
WASHED, UNSHINKABLE, AND VERY DURABLE

STOCKED IN THREE QUALITIES

No. 933	VESTS SHORT SLEEVES	PRICE \$2.50 EACH
	TRUNK DRAWERS	PRICE \$2.50 EACH
No. 1618		PRICE \$3.00 EACH
No. 1683		PRICE \$3.50 EACH
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J. T. SHAW
SPECIALISTS IN MEN'S WEAR

Adds, Subtracts, Multiplies, Divides.

\$10.00 CALCULATOR

Compact and easy to use.

Sole Agents

BREWER & CO.,

Tel. 695.

28 Queen's Road Central.

J. ULLMANN & Co.

French Firm, Established 1860.

Quality, Variety, Perfection.

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ARE SHOWING

NEW SUMMER FROCKS.

NEW MILLINERY.

TEL. 644.

TEL. 644.

JUST ARRIVED
Ladies' Trimmed and Untrimmed HATS for Summer
Latest Style.

Prices to suit all purses.
POHOOMULL BROS.
TELEPHONE 2468. 38, QUEEN'S ROAD CENTRAL.

ALLSOPP'S BRITISH PILSENER BEER

RAINIER
AMERICAN PALE BEER

CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD CENTRAL.

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MULTIPLE ENGINED BIPLANES

HANDLEY PAGE LTD.

Oricklewood, London, N. W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong.

LAMMERT BROS.

ADDITIONERS, APPRAISERS
AND SURVEYORS.
Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, April 13, 1920,
commencing at 2.30 p.m.
at his Sales Rooms, Duddell Street.

A Quantity of
Valuable Household Furniture,
(Full Particulars from Catalogue).
Terms—Cash on delivery.
On view from Saturday, 10th inst.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions from Messrs. THORSEN & Co., to sell by Public Auction

ON
TUESDAY, the 13th May, 1920,
at 3 p.m.

at his Sales Rooms, Duddell Street,
The Steamer "DAGMAR"
is now lying in the Menam River,
Bangkok, with all her machinery, gear
and appurtenances, etc.

1455 tons gross Reg.
921 tons net Reg.

1800 tons deadweight capacity on
17 foot mean draft. Speed 10 knots.

This Steamer went ashore in the
Gulf of Siam, was salvaged, and towed to
Bangkok, where she was dry-docked
and patched up.

Inspection orders on application to
the East Asiatic Co., Ltd., Bangkok.

The Steamer to be at purchaser's risk
after fall of hammer, when purchase
money is to be paid.

For full particulars apply to
LAMMERT BROS.
Auctioneers.

or
Messrs. THORSEN & Co.,
Hongkong.

INTIMATIONS

REPULSE BAY HOTEL.

TO-MORROW

SATURDAY, April 10th,
TEA DANCING from 4 to 7 p.m.
DINNER DANCE from 8 p.m.

SUNDAY, April 11th.

ORCHESTRAL CONCERTS during
Tea and Afternoon Tea.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE Steamship
"BULTON CASTLE"
From NEW YORK.

CONSIGNEES of Cargo are hereby
informed that all Goods are
being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the
wharves delivery may be obtained.

Optional Cargo will be forwarded
unless notice to the contrary be given
before.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
11th inst. will be subject to rent.

All claims against the steamer must
be presented to the Undersigned on
or before the 20th inst. or they will
not be recognized.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on the
10th inst. at 10 a.m. by Goddard and
Douglas.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

DODWELL & Co., Ltd.
Agents.

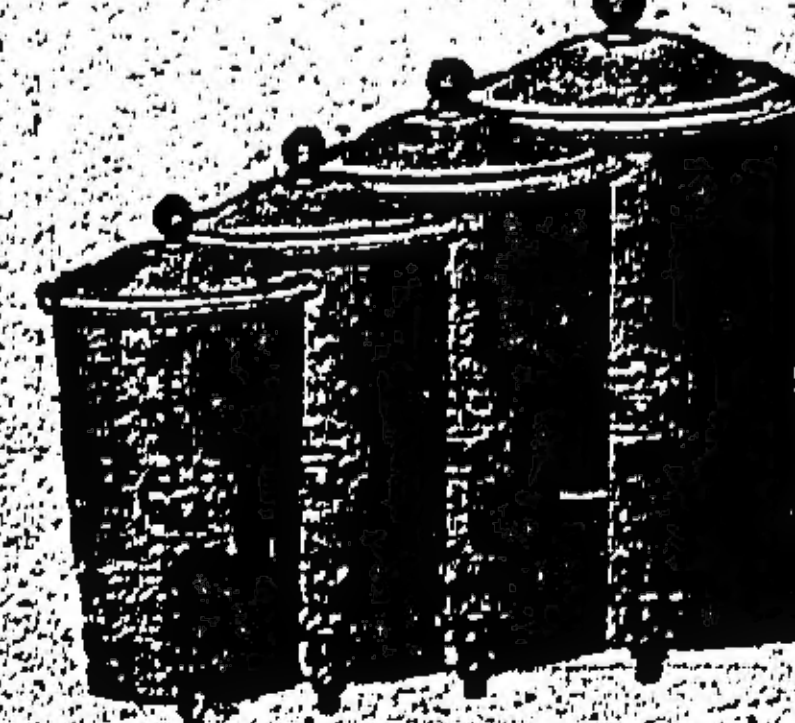
Hongkong, April 6, 1920.

Just arrived

a large assortment of

FILTERS

1; Gallons up to 4 gallons



C. E. WARREN & CO. LTD.

No. 20 & 21 St. David Road Central.

Established 1870

INTIMATIONS

HOW TO AVOID INFANTILE
AILMENTS.

When there are diseases prevalent in
the season, it is the most dangerous to
infants and the Great Care must be
taken in feeding them with proper
food otherwise they would give their
Mothers a lot of trouble. To avoid
the trouble is to feed them with LAC-
TOGEN which resembles human milk.
It is easily digested and promotes
healthy appetite. It keeps the infants
thriving and free from all infantile
ailments.



SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China,
Nos. 47 & 48, Connaught Road Central, Hongkong.
Telephone Nos. 1229 & 1230

WE HAVE

Great varieties of used
and unused

POSTAGE STAMPS.

Singles, sets, packets, bags, and on
approval Books.

FOR COLLECTORS.

GRACA & CO.,

DEALERS IN POSTAGE STAMPS, POST
CARDS, GREETING CARDS, TOYS, Etc.

No. 10, Wyndham Street,
P. O. Box 620, Hongkong.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.

50000 STREET,
Opposite a Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

THE NEW FRENCH REMEDY.

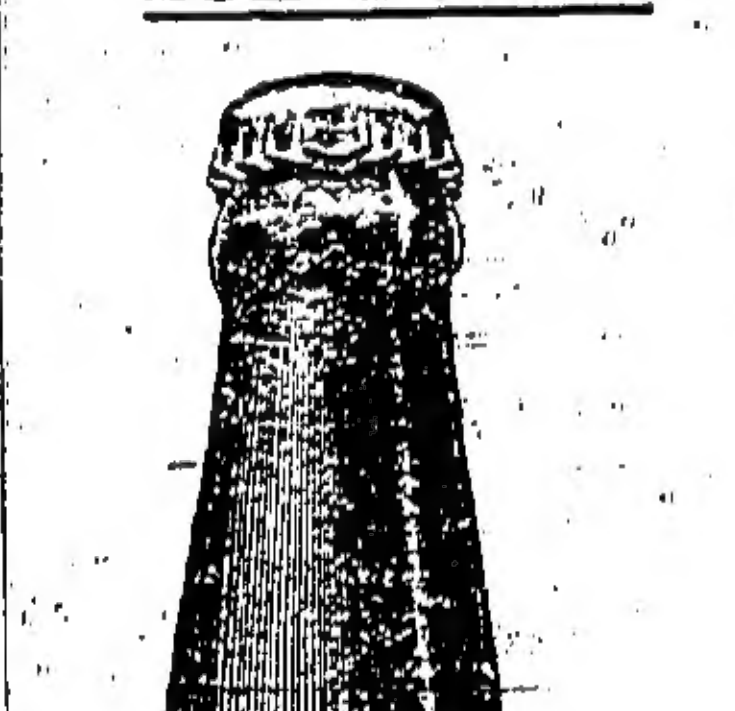
THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

ALL THE GREAT CURETTERS. No. 1 for Blood &
Skin Diseases, No. 2 for Venereal Diseases,
No. 3 for Rheumatism, Gout, Gravel, etc.
Sole Importers: CHERRY & CO., 50000 STREET,
HONGKONG. Price 1/6 per bottle. 12 bottles
for 1/5. Cash on delivery.

ASAHI BEER



ASAHI BEER
DAI NIPPON BREWERY COMPANY
SPECIALTY
EXPORT
DAI NIPPON BREWERY COMPANY



SOLE AGENTS:

REYDUT SUMAN KAHRA

THE CIGARETTE
OF DISTINCTION

ACKNOWLEDGED BY THE CON-
NOISSEUR TO STAND ALONE FOR
PURITY AND CHARM OF FLAVOUR

CAPSTAN
NAVY CUT CIGARETTES

Sold by
ALL LEADING TOBACCONISTS

PACKETS

OF

10's

TINS

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"CAPSTAN" Cigarettes are sold in the following packings:—

Cartons of 10,

Oval packets of 20,

Airtight tins of 50, also

MAGNUMS in tins of 50 Cigarettes.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

A BIG FORTUNE IN
DISPUTE

MULTI-MILLIONAIRE'S
ESTATE.

A ROMANTIC STORY UNFOLDED.

Behind a legal action begun in an
American court to decide the possession
of a \$10,000,000 estate, lies a
romance in which Miss Peggy Marsh,
the popular and beautiful London
actress, is a central figure.

Ex-Governor Dunne, the guardian
of her son Tony, claims that he is
entitled to the income from a trust
fund of \$1,000,000, as well as to the
residue of the estate of the late
Henry Field, grandson of the famous
Marshall Field, the multi-millionaire,
and father of the boy.

Marshall Field's will left his estate
to the late Mr. Field "or his issue,"
and whether Tony is to be regarded
as the rightful heir or not depends
on the interpretation put on the
word "issue" in the courts.

MISS PEGGY MARSH TO ACT FOR
FILMS.

Love, fortune, death, a disputed
will—these are the essentials of a
popular romance; and it is not surpris-
ing that the story of pretty Miss
Peggy Marsh, and the claim that is
being made, on behalf of her little
son, Tony, to \$10,000,000 reads like
a book.

In 1915 Miss Marsh, then twenty
years of age, was a chorus girl in
"5064, Gerrard," at the Alhambra.

Exceptionally pretty and vivacious,
she was a great favourite, and there
are said to have been scrambles at
the stage door among young officers
who admired her.

LOVE ROMANCE.

Perhaps every chorus girl dreams
of becoming the heroine of a
romantic story; if Peggy Marsh had
time to imagine herself in that role,
her dream came true.

In the midst of her youthful gaiety,
she met a young man, just a year
younger than herself, who fell in love
with her genuinely and lastingly,
whom she loved in return. He was Mr.
Henry Field, grandson of the famous
American multi-millionaire, Marshall
Field.

He had recently left Eton and had
joined the R.N. Armoured "Car Corps."
While he was on active service, Miss
Marsh left the stage. Their son was
born in June, 1916.

Then Mr. Field was called home to
America, and soon afterwards his
engagement to Miss Nancy Kin-
Perkins, a niece of Dana Gibson, the
artist, was announced. He died in
1917, four months after his marriage
to Miss Perkins, who has also since
died.

His thoughts appear to have been
constantly with Peggy Marsh and
his little son, and after his death his
brother, following out his trust-
some, established for her benefit a
trust fund of \$20,000.

MEANING OF A WORD

The claim now being made on
behalf of Tony, her three-and-a-half-
year old son, by Mr. Dunne (ex-
Governor Dunne of Chicago), his
guardian, is as follows:

That Marshall Field's will provides
that the income from a \$1,000,000
trust fund, established by him for
his grandson Henry, should be col-
lected by him or his issue.

Marshall Field's executors, on the
other hand, contend that "issue"
means legal issue. It is, however,
arguable that Tony is entitled not
only to the income of the trust
fund, but also to the residue of
Henry Field's estate, amounting to
\$10,000,000.

When interviewed Miss Marsh at
her flat in Hanover-square, she was
extremely anxious that people should
grasp the fact that she is not making
the claim.

While waiting for her return—
she was out at a luncheon—I had
noticed the many photographs of
Tony, who is unquestionably a beau-
tiful child and of Mr. Henry Field
in the uniform of the R. N. Armoured
Car Corps, and a few pictures of
Miss Marsh herself.

Tony appears in many phases,
from a tiny baby in his mother's
arms, to the delightful little chap
that he has now grown into.

RADIANT PERSONALITY.

There were no other photographs
in the large, handsome room, which
was brightened by a big bowl of
yellow and scarlet tulips, growing
byacinths, and in one corner, a mass
of white lilac.

Miss Marsh gives an impression of
extreme youthfulness, though her
vividly expressive face shows the
capacity for intense feeling. It is
much prettier than any of her photo-
graphs, for her radiant personality
seems to shine through her face in a
manner that the camera can scarcely
convey.

She was wearing a trim suit of
navy serge and a small, hair edged
with mole skin, a slight, girlish figure,
with the easy gracefulness of the ac-
tress who has "learned how to walk."

"I returned from Switzerland yester-
day," she said, "and was amazed to
find that the story of the Field
case had been revived with such
intensity."

I am glad to avail myself of an
opportunity to contradict the state-
ment that I am the plaintiff in the
case.

"If I were I should be in
America, and I assure you I am not
going to America if I can possibly
help it. Of course, the lawyers may
send for me."

LOSS OF 25,000 A YEAR.

"Mr. Field and I met in 1915
when I was playing in '5064 Gerrard'
at the Alhambra, and we became
very much attached to each other."

"We were together whenever we
could be, and when I went to
America after his return home, we
spent as much time in each other's
company as circumstances would
permit."

This lent colour to a report that
we were going to be married, but
there were certain facts that are of
no interest to the public and are my
concern alone, so there is no need
to elaborate that point.

"In February, 1917, Mr. Field
married, and in the following July he
died. By his death I lost \$5,000 a
year, which was the sum set aside
for me by an agreement we had."

"Owing to my ignorance of Amer-
ican law, I had a little difficulty with
a trust fund of \$20,000 that had
been specially created, but these
points do not enter into the suit now
being contested."

"There never has been any doubt
as to the question of my son Tony
being the issue of Mr. Field. Mr.
Dunne, the guardian appointed for
him, with the consent and approval
of the Field estate, is fighting the
case. I have nothing to do with it."

"But you have hopes for Tony's
success?" I asked.

TO ACT FOR FILMS.

"Well, it will be jolly for 'Baby' if
he wins," Miss Marsh admitted, with
a smile, that showed her dimples.
"Just now he is in Norfolk, with his
nurse. I like him to spend most of
his time in the country, but he will
be coming up to London in a day or
two. Of course, I want to see him."

Asked if she had made any plans
for the future, Miss Marsh said that
she intends to act for the films and
has already been asked by the Lasky
Famous Players Corporation to ap-
pear in a new production.

She will probably be extremely
successful as a screen artist; the
cinematograph will catch the chang-
ing expressions of her face, and her
beauty and emotional power will
stand in good stead.

Miss Marsh was born in Boston,
and she still has a slight American
accent. Her parents' name is Green-
ough, she changed her name to
Marsh by deed-poll shortly after
meeting Mr. Field. Tony's full name
is Henry Anthony Marsh (not Field,
Miss Marsh insists).

Miss Marsh is already regarded as
a millionaire by many people. Beg-
ging letters would appear to have
come in.

On her mantelpiece was one ad-
dressed to Miss Peggy Marsh.

Actress.

Some Flat.

Hanover-square, W.

TAKE CARE OF YOURSELF.

If you want a clear head and good
digestion, you must not let your
bowels become clogged with poison
wastes from the body. It is always the
case when you become constipated.
Proper food, an abundance of water and
plenty of outdoor exercise should keep
your bowels regular. When they fail
you should take Chamberlain's Tablets.
They cause a gentle movement of the
bowels, and are pleasant to take.
For sale by all Chemists and
Druggists.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS AND TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE—direct from Manufacturers,
High Class English Jewellery.

HEALTH against SICKNESS.

By taking our "BOOSTER BRAND" MACARONI, PASTE STARS,
EGG-NOODLES, VERMICELLI, or other kinds of Soup-Stuffs REGULARLY
you will have no complaint of any kind of sickness, as all our Products being
manufactured from Flour of the Best Quality and under the most Sanitary
Method can be easily digested and give you GOOD HEALTH & STRENGTH.
Large quantities have been exported to various parts of the World.
Your nearest Order will receive our prompt and careful attention.
Terms moderate, especially for Agents.

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Central, Tel. No. 1230.

BRANCH OFFICE: Shanghai, Nos. 420 & 421, Nanking Road.

FACTORIES: Hongkong, Wing Hing Street, Causeway Bay
and Shanghai, No. 75, North Soochow Road.



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General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Cable and
Bentley's
A. R. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"KAWSON" HONGKONG.

PUBLIC AUCTIONS.

THE Undersigned have received in-
structions to sell by Public Auction,
(For Account of the Concerned),
on

SATURDAY,
April 10, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Lee House Street.

Valuable Household Furniture,
etc., etc.

(Removed to Sales Rooms for
convenience of sale),
including:—

Double and Single Beds, small
Wardrobes, Chests of Drawers,
Office Desk, Filters, Cooking
Utensils, etc., etc.

Also
YACHT PIANO.

FRAMES—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, April 7, 1920.

(For account of the concerned),

on

TUESDAY,
April 13, 1920, commencing at 2.30
p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Lee House Street.

A Small Consignment of
HOUSEHOLD LINENS, etc.,
Comprising:—

Turkish Towels, Bath Towels, Bath
Sheets, Double Bed Sheets, Bathing
and Drawnwork Bedspreads, Table
Covers, Crochet and Drawnwork Dollies,
etc., etc.

A few lots of Bellow Valises, Kit
Bags, Suit Cases, and Attache Cases.
(All new goods and in small lots).
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 8, 1920.

(For account of the concerned),

on

TUESDAY,
April 13, 1920, commencing at
2.30 p.m., at their Sales Rooms,
No. 8, Des Voeux Road, Corner of
Lee House Street.

**TEAKWOOD AND BLACKWOOD FURNI-
TURE, BRASS AND BRASS-MOUNTED
BEDSTEADS, TEAKWOOD TWIN
BEDSTEADS, CARPETS, etc., etc.**
comprising:—

Chamberlain Sofa, Arm-chairs (new),
Folding Card and Occasional Tables, One
Upholstered Suite, Bedroom Furniture,
comprising Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables, and Chairs, Washstands,
etc., (named Teakwood), Slide-
boards, Dinner Waggon, Extension Din-
ing Tables and Chairs, etc., Dinner
Service, Crockery and Glass Ware,
Cooking Stoves, Cutlery, etc., Bath
Room Utensils, Electro-Plated Ware,
Electric Reading Lamps, Blackwood
and Teakwood screens, a quantity of
Blackwood Furniture, Blackwood Fire
Screens, Side Tables, Chairs,
Cabinets, Pictures, Carpets new and
second-hand.

Also
Four Fianco, One Enamelled Bath,
Camera, etc., etc.,
(Full Particulars from Catalogue).
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, April 8, 1920.

FOR SALE.

THE Undersigned have received in-
structions to sell
(For account of the concerned),
The Yacht

"ERIN"

as she now lies off Ah King's Slipway.
Further particulars and inspecting
orders may be obtained from the under-
signed.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 30, 1920.

INTIMATIONS.

**HONGKONG TRAMWAY COMPANY,
LIMITED.**
(Incorporated in the United Kingdom)

NOTICE is hereby given that the
ORDINARY GENERAL MEET-
ING of the Hongkong Tramway Com-
pany, Limited, will be held at the
Office of Messrs. Jardine, Matheson and
Company, Limited, Pedder Street,
Hongkong, on WEDNESDAY, the 14th
day of April, 1920, at 12 o'clock Noon,
to transact the ordinary business of the
Company.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, February 7, 1920.

**CONSTITUTIONAL REFORM
ASSOCIATION OF HONGKONG.**

THE THIRD ANNUAL GENERAL
MEETING of the above Association
will be held at the CITY HALL, on
THURSDAY, the 15th April, 1920, at
8.30 p.m. for the following purposes:—
To receive the Report of the Com-
mittee and Statement of Accounts to
31st December, 1919.
To elect the Officers and Commit-
tee for the ensuing year.

H. B. L. DOWBIGGIN,
Hon. Secretary.

NOTICE.

THE BUSINESS of an Auctioneer,
Surveyor, and Appraiser, hitherto
carried on by the undersigned under
the style or firm name of "GEO. P.
LAMBERT," will, as from this date,
be carried on by the same parties under
the style or firm name of "LAMBERT
BROS."

Dated 7th day of April, 1920.
GEO. P. LAMBERT,
H. A. LAMBERT.

NOTICE.

**NATIONAL LOAN OF THE
FOURTH YEAR OF THE
REPUBLIC (1915).**

SUBSCRIBERS to the above Loan are
hereby notified that Redemption
of the bonds drawn at Peking on the
20th March, 1920, will begin on the
12th April, 1920.

Payment in cash or its equivalent
will be made at the Bank of China and
Bank of Communications or any of the
branches of the above banks and also at
the Shanghai Office of the Hongkong
and Shanghai Banking Corporation.

Bonds having as their two terminal
numbers any of the following groups,
viz. 09, 11, 13, 25, 34, 40, 41,
47, 55, 61, 67, 73, 80, 87, 92, are drawn
bona fide.

F. A. AGLEN,
Inspector General of Customs.
Inspectorate General of Customs,
Peking, 29th March, 1920.

PUBLIC AUCTIONS.

THE Undersigned have received in-
structions from MAJOR GENERAL
EWING, to sell by Public Auction,
on

MONDAY,
the 12th April, 1920, at 2.30 p.m., at
HEAD QUARTER HOUSE,

The Whole of THE
Valuable Household Furniture,
etc., etc.,
therein contained.

Hall—Hallstand, side and Card
tables, Clock, Chinese gong, etc.
Drawing Room—Blackwood Cabinets,
Tables, Stools and Flower stands,
Sofas and chairs, Water colours, Stan-
dard lamps, Chinese vases, Carpet,
Curtains, etc., etc., and one Auto Piano
by Steck with about 150 rolls music.

Dinner Room—Extension Dining
Table and Chairs, Sideboard, Dinner
Waggon, Dinner Services & a large
quantity of GLASSWARE and CROCKERY,
Curtains, Screens and several JAPANESE
Wares Colours and a quantity of E.P.
Ware.

Billiard Room—One Billiard Table
by Stevens & Co., together with all
accessories, chairs, pictures, etc.
Study—Bookcase, Writing table,
Barograph, etc.

Bed Rooms—Double & Single Bras-
s-mounted Beds, Camphorwood Ward-
robes and Chest of Drawers, Towel
racks, Linen baskets, Toilet, stockery,
etc., etc.

Out-Buildings, Garden and Green-
house—Several Rickshaws, Lawn
mowers, Tennis sets and other amu-
sion and Croquet sets, Stoves and
cooking utensils, etc.

And
A large number of Pots of Plants.
Catalogues will be issued.
On view from Saturday, the 10th
April.

Terms—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, March 26, 1920.

NOTICES TO CONSIGNEES.

PACIFIC MAIL STEAMSHIP CO.
NOTICE TO CONSIGNEES.

S.S. "WEST NERIS,"
From SAIGON.

THE above-mentioned vessel having ar-
rived from the above-mentioned Port,
Consignees of Cargo are hereby informed
that they must take delivery of cargo
from alongside and cargo impending
discharge will be loaded into the Pacific
Mail Steamship Company's godowns at
West Point and stored for Consignees
risk and expense.

Consignees of Cargo are hereby notified
that they must produce an Import Permit
signed by the Superintendent of the
Imports and Exports, Hongkong, before
bills of lading can be countersigned.

All broken, chafed and damaged Goods
are to be left in the Godowns where they
will be examined on April 10, at
10 a.m.

All claims must be presented within a
week of the steamer's arrival here, after
which they cannot be recognized.

No claim will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after
April 15th, will be subject to rent.

No Fire Insurance whatever will be
admitted.

Consignees are requested to send in
their Bills of Lading for countersignature
immediately.

PACIFIC MAIL S.S. Co.,
J. ORAM SHERPARD,
Acting Agent.

As Operators, U. S. Shipping Board.

"BEN" LINE OF STEAMERS.

From MIDDLESBRO, LONDON
& STRAITS.

THE Steamship

"BENYENUE"

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns
and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf
and Godown Co., Ltd., where and/or
from the wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
9th inst. will be subject to rent.

All claims against the Steamer
must be presented to the Undersigned
on or before the 15th inst., or
they will not be recognized.

All broken, chafed and damaged
Goods are to be left in the Godowns,
where they will be examined on the
9th inst. at 10 a.m.

No Fire Insurance has been affected.

Bills of Lading will be countersign-
ed by

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, April 3, 1920.

NOTICE TO CONSIGNEES.

S.S. "WEST IVAN"

From SEATTLE, JAPAN and
SHANGHAI

THE above mentioned vessel having
arrived from the above mentioned
Ports, Consignees of cargo are hereby
informed that their cargo is being
landed at their risk into the Godowns
and/or extra-hazardous Godowns of
the Hongkong and Kowloon Wharf
and Godown Co., Ltd., Kowloon, and stored
at Consignees' risk.

All broken, chafed and damaged
goods are to be left in the Godowns
where they will be examined by
Messrs. Carmichael & Clark on 9th
instant at 10 a.m.

All claims must be presented within a
week of the Steamer's arrival here,
after which they cannot be recogniz-
ed.

No claim will be admitted after the
goods have left the Godowns and all
goods remaining undelivered after
9th instant will be subject to rent.

No Fire Insurance whatever will be
admitted.

Consignees are requested to send in
their Bills of Lading for counter-
signature immediately.

FRANK WATERHOUSE & CO.
As Operators, U.S. Shipping Board.
3rd Floor, Hotel Mansions.

**A COMPLETE AERATED WATER
PLANT FOR SALE.**

The Machine is made by Messrs.
"Brady & Hinchliff," Ltd., Manches-
ter, and is guaranteed to be "perfect
working order." This complete plant
will turn out 2,400 dozen aerated
water per day.

KWONG SANG HONG LTD.
P.O. Box 320. Hongkong.

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All kinds of Photographic Work done
in latest styles also Passport Photos.

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in latest styles also Passport Photos.

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Amateurs a Specialty.

No. 21, Queen's Road Central.
Tel. 414.

**FOUR MILLION PRIZE
COURT SETTLEMENT.**

DECREE WHICH ENDS
HISTORIC SWEDISH CLAIMS.

THREE-FIFTHS OF COURT'S OUTSTAND-
ING WORK FINISHED.

It was knowledge of the settlement
of "the Swedish claims," which en-
abled *The Journal of Commerce* some
weeks ago to announce that the Prize
Court had ordered its coffin. At that
time, it was official-declared indis-
solvably at the movement to make the
settlement public, and it was not
until Saturday last—ordinarily a day
now for the Prize Court—that at a
special sitting of the court, the
momentous fact came out, says the
Journal of Commerce of February 25.

Three-fifths of the outstanding
work of the Prize Court is swept
away by this one settlement, and, as
to value, a much greater proportion
than that, for, if there are a thousand
cases now remaining, their monetary
worth is certainly not great, and people
concerned for the Prize Fund need
anticipate no generous augmentation
of the store from what is now left on
the knees of the gods at the Treas-
ury. If there is a million value left
it is as much as anybody has any
right to expect, and if the claimants
to that million agree to "go halves,"
as the Swedish claimants have done,
there is not a great deal outstanding
for the Prize Fund when all expenses
have been paid.

The Swedish settlement of half-and-
half represents a gross figure of four
millions, from which must come off
costs of detention and warehousing
for (in some cases) four years, and
costs of sale, where there has been
requisition, or the seized goods have
been perishable, and of what is left
of the four millions, after payment
of all these costs, the Prize Fund
gets its moiety.

The settlement which was an-
nounced to the Prize Court on Sat-
urday is the biggest thing of its kind
the Prize Court has seen—a settle-
ment of 1,500 law suits in one, and
the cases of nearly 200 ships. It was
known as the group of the "Alexan-
dria" and other ships, and the printed
schedule of cases alone makes a
substantial book.

The court was crowded with
counsel.

The Attorney-General (Sir Gordon
Hewart, K.C., M.P.), the Solicitor-
General (Sir Ernest Pollock, K.C.,
M.P.), Mr. W. E. Boustead and Mr.
Clament Davies appeared for the
Crown instructed by the Treasury
Solicitor, and for claimants (counsel
in some cases representing a hundred
or two), Sir Robert Aske (instructed
by Messrs. Botherell and Roche), Mr.
R. B. Bullock (instructed by Messrs.
Geddis, Jacobson and Spyer), by
Messrs. Travett, Smith, Messrs.
Kensley Hawse and Co., and Messrs.
Bircham and Co., Mr. Darby (in-
structed by Messrs. Thos. Cooper and
Co. and Mr. L. C. Thomas (instructed
by Messrs. Stokes and Stokes).

Since many of the biggest cases
in the Prize Court have referred to
coffee, it is interesting to note that
half the cases in the four million
pounds Swedish settlement are coffee
cases.

The Attorney-General said the
cases fell into two groups—(a) where
the Swedish Government and Swedish
War Risks Commission were con-
cerned, and (b) where individual
Swedish claimants had come into the
settlement. A third and separate
case related to the cargo of the ship
"Atlanten." There were 406 cases in
group (a), and 1,109 in group (b).
This settlement left only two-fifths
of the total of contraband cases in
the Prize Court to be dealt with by
the court.

This was by far the most impor-
tant and comprehensive settlement
which had been arrived at in the
course of Prize proceedings in con-
nection with this war, and his Lord-
ship would probably not be sorry
to hear that considerably more than
half of his work in prize had dis-
appeared.

When the President expressed his
gratification to find that so com-
prehensive a settlement had been
reached, he specially urged the modus
of compromise and settlement upon
other claimants. "After the war
between his Majesty and his Allies
and the Russian Czar, the last sitting
of the Prize Court for that war was
in 1860. That was not an example
to be eagerly emulated. On the
other hand, it was a prolongation of
time to be avoided by all means
possible. He wished to close up the
work of the Prize Court for the great
war as soon as might be, and
claimants would see by this settle-
ment that his Majesty's Government
were ready to deal in a spirit of com-
promise and leniency so as to mitigate
the severity or the prolongation of
the operations of the war. There was
great scope for compromise and
adjustment and lenient considera-
tion of persons who stood to lose
by the rigour of war, and he believed
the Crown had shown considera-
tion in this settlement, because he

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WANTED.

WANTED—By British Merchant
house, European youth to learn
Office work. State salary required.
Apply Box No. 1185 c/o "China Mail."

WANTED—LADY STENOGR-
PHER capable of taking Dicta-
tion State age nationality and salary
required to Box 1184 c/o "China Mail."

WANTED—To Purchase a setter
or Pointer PUP (dog) apply
1183 c/o "China Mail."

TO LET.

TO LET—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co., Ltd., Alexandra Buildings.

know the general effect and outcome
of contests in the court over similar
cases. Parties must bear in mind
with regard to bringing cases into
court, that it did not fall to the lot of
a judge in prize by any voluntary
action on his part, or by any weakness
on his part, to seek to mitigate the
rigour which was essential in the
administration of the law of Prize.
The law of Prize arose out of the
state of war, where all perils were
involved and the rights of belligerents
were rights which were well estab-
lished by the common law of nations,
and they must be maintained. It
was not, as his Lordship conceived,
for any judge sitting in prize to take
voluntary action, to depart in any
way from the settled rules of interna-
tional law. But there was great
scope of compromise and adjustment.
All the court could do was to acce-
lerate the disposal of cases by fixing
sittings as soon as cases were ready
to be heard, and he could assure
parties that any necessary steps in
that direction would be taken with a
view to speeding up the disposal of
the remainder of the prize list. He
trusted that parties who were con-
cerned not merely with 15 per cent.
of the great mass of the Swedish
cases which still remained outstand-
ing, but parties generally, would take
seriously into consideration what was
being done that morning. The
terms of compromise showed a ready
spirit of settlement to which his
Majesty's Government was disposed.
He commended this state of things
to the attention of people still con-
cerned in cases of prize. His
Majesty's Government had, with the
co-operation of the Swedish Govern-
ment, and with the help of a great
commercial body in Sweden, the War
Risks Insurance Commission, sought
to mitigate as far as possible the
penalties of war in neutral States,
and had arrived at this settlement
on the terms of half and half.
The court would proceed with as
much despatch as possible, to clear
the list of all remaining cases of
prize, and he hoped that the end of
this jurisdiction might now be reach-
ed within a reasonable period. Half
the goods or proceeds in the terms of
settlement which the court approved
are released to the Swedish Govern-
ment, the Swedish War Risks In-
surance Commission, or the claimants,
and half are condemned as prize, all
costs being paid before this decision
takes place. The terms of settlement
contains this explanatory paragraph.
"The costs, fees, expenses, and
amounts to be charged shall be in
each case the costs, fees, and ex-
penses arising from or attendant on
the seizure, detention, sale, release
on bail, release against deposit or
requisition of the said goods, as the
case may be, and the amount, if any,
of the ship owners' claims in respect
thereof, if established in this honour-
able court, provided that such costs,
fees, and expenses shall not include
any costs incurred in Prize Court
proceedings by H.M. Procurator-
General with the claimants."

NEW U.S. SECRETARY.

Washington, February 12.—John
Barton Payne of Illinois has been
selected by President Wilson to be
Secretary of the Interior, to succeed
Franklin K. Lane. Payne is now
chairman of the United States Ship-
ping Board.

Payne will take over his new duties
on March 1, when Lane retires at his
own request. Payne's successor as
chairman of the Shipping Board has
not yet been announced.

Before becoming chairman of the
Shipping Board on August 7, 1919,
Payne was general counsel of the
Railroad Administration, and before
that, he was general counsel of the
Emergency Fleet Corporation. He is
a native of Virginia and is 65
years old. His home is in Chicago.

Former Senator John Franklin
Shafroth of Denver, Col., is under-
stood to have been selected by Presi-
dent Wilson to be chairman of the
Shipping Board, to succeed Payne.—
San Francisco Chronicle.

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents
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The highest building in Canton affording a
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Large and airy rooms, Elevators, Electric Lights and Fans installed.
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard
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Proprietors.

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No. 11, QUEEN'S ROAD CENTRAL, HONGKONG.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1883
MANUFACTURERS OF

PURE Manila ROPE

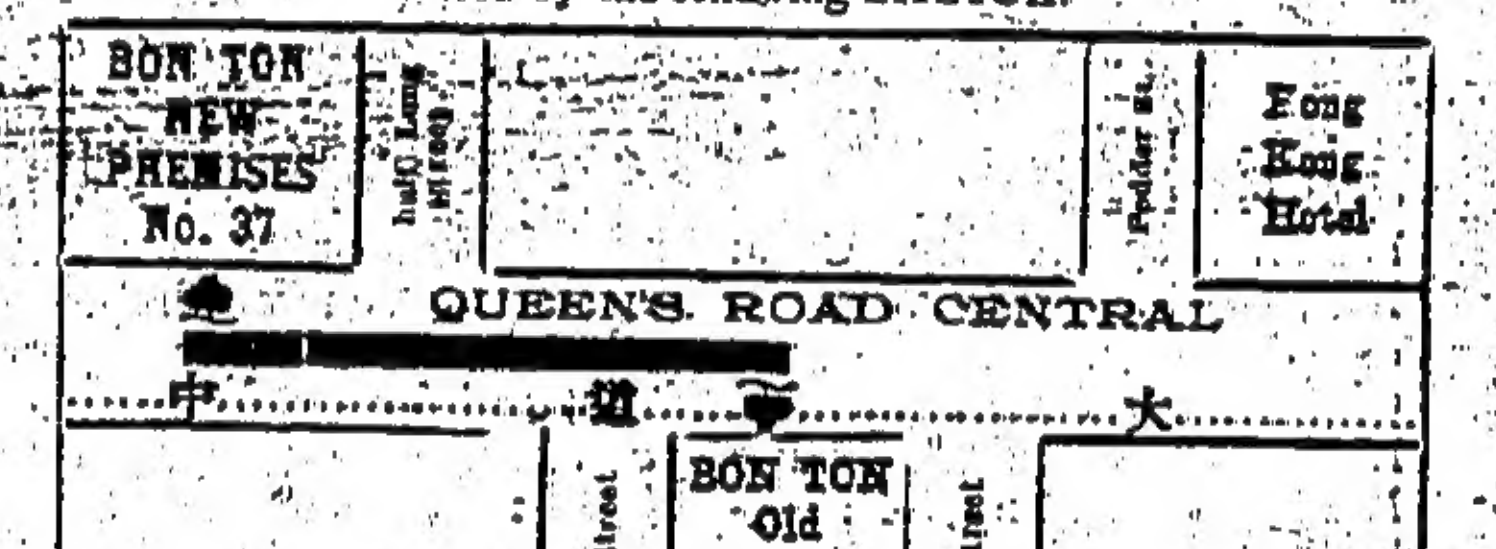
STRAND 1" to 15" CABLE LAYED	CABLE LAYED 1" to 15" CABLE LAYED	4 STRAND 1" to 10" CABLE LAYED
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Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to
Shewan, Tomes & Co., General Managers

NOTICE OF REMOVAL.

The attention of our customers is called to the fact that we have
removed to No. 37, Queen's Road Central, and the position of OUR
PREMISES is indicated by the following SKETCH.



THE BON TON
LADIES' TAILORS AND OUTFITTERS, ETC.
HONGKONG, March 26, 1920. Tel. 928.

H.K. & Co., Ltd. 1A, Chater Road.

Phone 2364.

ELECTRIC FANS FOR NEW CURRENT

Now is the time to place your order for 1

ROBERT PORTER & CO'S BULL DOG BRAND GUINNESS' STOUT

PINTS per case of 8 dozen \$30.
per dozen \$3.80

SPLITS per case of 12 dozen \$32.
per dozen \$2.75

SOLE AGENTS:-

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS,

HONGKONG.

TEL. 618.

Wm. Powell Ltd.

TELEPHONE 346

THIS WEEK.

SPECIAL SHOW

OF

UP-TO-DATE

BATHING COSTUMES

FOR

LADIES and CHILDREN.

An early call will be appreciated.

MARRIAGE.

MARWICK—HUME.—At St. George's, on the 17th February, by the Rev. Canon Boon, William Ernest Marwick, of Corbridge, to Margaret Gladys, elder daughter of Mrs. Hume, of Jesmond, and the late Mr. Robert F. Hume, of Hongkong.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, FRIDAY, APRIL 9, 1920.

CHINA'S TEMPTATION.

China must be greatly tempted. In the long, long history of her disgraceful treatment by the civilized and "civilizing" Powers, there has been no such tempting offer made to her, in return for so little, as that recently made by the *de facto* government of Russia, which happens to be, whether recognized or not, Bolshevik.

Imperial Russia was perhaps as mean toward China as any of the Powers, and if democratic Russia really means the complete and handsome amputation indicated in the Soviet note to Peking, it is a wonderful testimony to the moral character of Bolshevik ideals. We have no right whatever to say yet that it is not sincere. Time alone can show that. At present we have to consider it in the light of a "firm offer," and in that light to consider it.

It comes to the Chinese as a "fraternal" greeting. It speaks of the renunciation of acquired territories—which means the return of stolen goods. It denounces secret treaties. The proffered renunciation and restoration to China includes "all that which was taken away by the government of the Tsar." "The Soviet government restores to the Chinese people without any compensation the Chinese Eastern Railway, the mining and forestry concessions, and other privileges which had been seized by the Tsar's government," or by any Russians. It also renounces the Boxer indemnity.

It seems necessary to repeat this a third time because it is reported that in spite of our renouncement of this contribution, it is still being paid to the Allies for the upkeep of the former imperial minister in Peking and the former imperial consuls in China. The powers given to these officers of the Tsar have long since ceased

to exist, but the officers continue to live in their houses and fool the Chinese public with the assistance of Japan and the Allies. The Chinese people should take cognizance of this fact and banish these liars and fools from their territory. Last, and far from least, they renounce territoriality, submitting Russian residents in China to Chinese laws. It is only natural that other foreign "friends" of China, who are far from being willing to concede any considerable part of these things, should hasten to warn China that this is a trap, all deceitful, and that it would be ruin to her to listen to it.

The real position is this, that whether the Bolsheviks are honest or dishonest in this matter, the Chinese will not be allowed to accept. Why should we be mealy-mouthed about it? Why attempt to maintain the hollow pretence of an independent and integral China? China will do only what the Powers, being Powers, allow her to do. Or, as on previous occasions, China will be made to pay for it. This may be politically right and expedient. We meddle not with such matters, realizing the hopelessness of resistance. But we will suffer no prating of right, of justice, of morality, of civilization, of Christianity, on the part of those who support the system. On the present showing, on such evidence as we have, the bad Bolsheviks are the only ones who have any right to pose as good men, and the good and honorable Allies should (if only in Chinese eyes) assume a comparatively much less worthy complexion. Rob, steal, bully, if you must, but don't sing psalms and preach about it. Don't slander the Bolsheviks, making them worse than they are, in order to seem better than you are. That smells.

ADVERSARIA.

We have published an *EX PARTE* complaint by a shop tenant that seemed to indicate a clear case of profiteering. We have since published a letter from the landlord denying it, and complaining of omissions and distortions. We have made independent enquiries, and if we have now got the whole truth, there was no profiteering. The rent value of such places has certainly increased in ten years. The owners are the executors of the Lam Chu Hung estate. Mr. Rittinjee is the lessee, and sublets. If there is to be any litigation, it seems only fair to avoid going into further details

that might prejudice one or other of the parties.

The Shanghai raters (payers with votes) in their wisdom have decided not to allow Chinese representatives on the Municipal Council there. Our special telegram last evening gave no hint of the argument or reasons that decided them, consequently we withhold comments until the arrival of full reports by mail. We may be sure, however, that this is not the end of the story.

Some obliging reader of the *China Mail* has sent us in a cutting describing an alleged incident on the N.Y.K. steamer "Tango Maru" between Japan and Australia. It deals sensationally with the alleged conduct of a second-class steward toward a passenger's female child, aged eleven. We do not reproduce it, for several reasons. It is needlessly dirty, has the marks of strong anti-Japanese prejudice, and does not hang together as a quite true story should.

Art is long and life is brief and there are thousands of worth-while ways in which to spend one's time, yet being a newspaperman one is compelled to read other newspapermen's output. Of our many crimes we do not dream of pleading not guilty, but we do put that in with all confidence as a plea in mitigation of guilt. We have just been reading an article on Chinese "squeeze" by one who is quite evidently unconscious of the fact that "squeeze" is not confined to the Chinese. He speaks of it as a corroding evil on the (Chinese) body politic. Apparently up in Shanghai, they have not as yet got an M.G. list; but it must not be assumed on that account that they do not need one. The omission is merely due to the fact that they have no *China Mail* up there.

"Squeeze" isn't even confined to Europeans in the Far East, or it might be suggested that they have been infected by the Chinese. It is known at Home. We have never had a war without it. It is still going on. To bear some people's talk, to read some people's writing, one would think that our own public men had all been honest since the long-ago days when Francis Bacon, Lord Verulam, was fined and imprisoned. Those intensely and impeccably moral ducks at Shanghai seem to have barred Chinese representation on the Council for fear that the Chinese Councilors would "squeeze." Yet they have elected—others.

The selfish-looking young lady whose face shows through a veil of printer's ink in a neighbouring column is Miss Warda Howard, who will appear soon in Hongkong with Mr. Reynolds Dennison's up-to-date company of stage players. Mr. Vaughan Morgan and Miss Howard are described as tip-toppers in the bunch of press notices shown to us. Mr. Dennison was out here with the Fawley folk before he collected these stars. He has certainly found some chicken in the dainty Warda. The Adversarian is having his hair cut, and borrowing a pair of spats, hopefully.

Our confiding contemporary temporary London *Times* and *China Express* mentions that "several residents and ex-residents of the Far East have come forward with statements describing the growth of pearls in their possession." It ingenuously adds: "This evidence seems, therefore, to prove that pearls do actually increase in both in size and number." It proves only what has been well known for a very long time, that Barmen and Carlyle were right, and that the Psalmist's belief in the preponderance of leg-pullers is well based.

LATE MR. GILFILLAN.

We regret to announce the death on Feb. 4, at Aberdeen Park, London, N., of Mr. James Gilfillan, who was in his 82nd year. He was the elder brother of Mr. S. Gilfillan, formerly of Singapore, and was himself one of the eldest employees of what was formerly the Chartered Mercantile Bank of India, and more recently the Mercantile Bank of India, from which he retired over ten years ago. Mr. Gilfillan first went to Canton, and shortly thereafter to Shanghai, where he spent most of his service in China, so long ago as 1858. This event he recorded in our sixtieth anniversary number in 1918, when he wrote an account of his first voyage in the P. & O. steamer "Colombo" to the Far East. Apart from his commercial and banking experiences, Mr. Gilfillan had a strong literary vein, and up to a comparatively recent time, was a constant and valued contributor to the columns of this journal for a long series of years. His contributions, which were both in prose and verse, appeared generally under the signature of "Shanghai," the port he had seen and known in its early building stages, and in whose welfare and interests he always took a keen interest.—L. & C. Express.

REMINISCENCES OF AN OLD-TIME RESIDENT.

PASSENGER ON P. & O. STEAMER.

Mr. Charles J. Wilkinson of the firm of Wilkinson & Grist, Solicitors, will be a passenger on the Peninsular & Oriental liner "Khiva," which leaves Hongkong on or about the 17th of this month bound for London, via Singapore, Colombo, Bombay, and Marseilles. Mr. Wilkinson will remain in England for a considerable time, but expects to return and resume his law practice before the end of the year.

This gentleman is one of Hongkong's oldest legal practitioners. He came to the Colony in the year 1883, thirty-four years ago, as a passenger on what was then termed a palatial steamer, of the P. & O. Company, named the "Nepaul," commanded by Captain Alton. The "Nepaul" was, in after years, wrecked near Marseilles.

None of the conveniences of modern steamship travelling were then available, the staterooms being small, and lighted only with candles, which, under the moonlight, had to be extinguished at 11 p.m. There was no smoking room, and the male passengers were accommodated, for purposes of indulgence in the "vile weed," in a tent rigged up amidships near the engines. Passengers were transhipped for China ports at Bombay, and the outward bound journey consumed 7 weeks. The steamer at that period included Gibraltar and Malta in their ports of call.

Mr. Wilkinson came to Hongkong upon the recommendation of Mr. James Russell, to enter the practice of Mr. D.E. Caldwell as his partner. After the death of Mr. Caldwell, Mr. Grist joined the firm, and three years later, was taken into partnership by Mr. Wilkinson under the firm name of Wilkinson & Grist. The legal code, states Mr. Wilkinson, has been much improved during his period of residence here, the code used in former years having been based on "The Common Law Procedure Act."

From the time of his arrival, in 1885, Mr. Wilkinson has found a great demand in the Colony for legal services. His voyage homeward, on the "Khiva," will be his first trip out, the "Khiva" being fitted with all modern conveniences for the way of baths and lavatories, has an excellent cuisine, comfortable staterooms, and a large and airy deck. Mr. Wilkinson will not, however, intend to go to do the "Khiva" business, but to do the "Khiva" business, and to do the "Khiva" business, and to do the "Khiva" business.

LOCAL AND GENERAL.

To-day's dollar is worth 4s. 9d.

Mr. J. W. Graham acts as Chief manager of the Hongkong and Whampoa Dock Company during the absence of Mr. R. M. Dyer.

Sports in connection with St. Joseph's College, take place to-morrow at a Race Course at noon. There will be an event for past pupils—post-enters.

Mr. James Walker, retiring manager of the Dairy Farm, Ice and Cold Storage Company, was yesterday presented with two silver vases by the Chinese office staff.

The C.S.P., Hon. Mr. E. D. C. Wolfe, gave a tea darsant at the new police gymnasium yesterday afternoon which was largely attended. Several interesting kinema films were shown.

Geraldine Farrar in the picture now on at the Coronet, has about half a dozen changes of dress, showing the latest fashions, and the womenfolk say that this alone makes the picture worth seeing.

A Chinese youth and a woman, both boat people, were this morning charged before Mr. R. O. Hutchison, with the unlawful possession of 195 cattle of sandalwood valued at \$30. In Wanchai. They said they "fished" them out from the bottom of the sea. Inspector Kent. They went to catch shrimp, and caught sandalwood instead. The important point is that the wood is quite dry, your Worship—\$50 fine each, or, in default, one month's hard labour.

At the Magistracy this morning, before Mr. N. L. Smith, a Chinese contractor was charged by the P. W. D., with unlawfully carrying out some blasting operations in Wong-neichong Gap, without a permit. Mr. C. Sara, who prosecuted, said this work had been going on for some time now, and the defendant had not troubled to apply for a permit. He had a permit, but that was in respect to blasting operations in another place. There was no permit issued for blasting operations to be carried out by the defendant in Wong-neichong Gap. A fine of \$50 was issued.



Miss WARDA HOWARD
[See note in Adversaria.]

NEW YORK DRY DOCKING FEAT.

MORSE DRY DOCK CO.'S FACILITIES.

What shipping men concede to be the world's record in dry docking achievement was accomplished the week of December 27, when the 30,000-ton floating dry dock of the Morse Dry Dock and Repair Company, of Brooklyn, N.Y., lifted the United States Shipping Board steamer "Minnesota," the world's greatest deadweight carrier, with a cargo capacity of 30,000 tons, excluding her reserve bunker space.

The successful lifting of the "Minnesota" gave that ship the signal honor of being the largest ship that has as yet tested the strength of a floating dry dock. All sections of the six-section dock of the Morse Company were commissioned in the work of raising her hull in the air, and only 25 minutes of actual pumping time was consumed. The rapidity with which the lift was made is in itself a distinctive record.

Of twin-screw type and 630 feet long, the "Minnesota," sister ship of the "Dakota," was built in America, primarily as a cargo carrier for President James J. Hill, of the Great Northern Railway. She now has accommodation for 2,400 steerage passengers.

The propelling machinery of the "Minnesota" consists of two sets of three-cylinder vertical triple-expansion engines of the direct-acting surface-condensing type, with cylinders 29 in., 36 in., and 50 in. in diameter. After boilers, 12 in number, are of the Miesbach water-tube type, and were built by Stirling and Co. These were constructed for a steam pressure of 250 lb. per square inch. Centrifugal pumps circulating 7,000 gallons of water per hour through the ship's condenser, are driven by ten horse-power motors. The ship's decks are supported by box-shaped girders, dispensing with the portable pillars, which is the usual practice. The "Minnesota" and the "Dakota" were the first vessels fitted in this manner and so classed by Lloyd's.

The establishment of such a notable record followed close the lifting of another Shipping Board steamer, "Eastern Cross," in 11 minutes actual pumping time, and the American Army transport "Powhatan" in 22 minutes. The speed attending the raising of the "Eastern Cross" is remarkable in view of the fact that only three sections of the six-section dock were used, and that the "Eastern Cross" held 4,000 tons of general merchandise when she was lifted. Only four sections of the dock were required to raise the "Powhatan," weighing 12,000 tons.

Exactly 11 minutes after the pumps started the operation of getting the "Eastern Cross" out of water, workmen were busy erecting rigging and preparing to dismantle her broken rudder parts.

This quick and most efficient "first aid" treatment administered to this ship was given in a time of urgent need, for the vessel had sustained the broken rudder when more than two days out at sea, with her general merchandise cargo, bound for a European port. Her rudder, rendered useless, the ship was buffeted about by winds and seas, and she made eight complete circles in a watch of as many hours.

The rigging of a jury rudder was instrumental in getting her back as far as Sandy Hook after she had abandoned further attempt to reach Europe, anchored off Scotland Light, in Sandy Hook, Morse Company barge "Dewitt C. Ivins" and "Anson M. Bangs" reached her, towing her to Brooklyn and the yards of the Morse Dry Dock and Repair Company.

THE WHITE BADGE OF TEMPERANCE.

AMERICAN PASSENGERS CANCEL BOOKINGS ON "PROHIBITION" SHIPS.

An interesting claim is being put forward by British shipping interests that the American passenger services will fall on account of the ships being "dry." It is a fact that the great majority who travel first-class do not fly "the white badge of temperance." The idle, long days spent en voyage, and the salty ozone, are apt to arouse the dormant alcoholic thirst.

Upon the announcement of prohibition on passenger ships by the Shipping Board, there were sixteen cancellations of passengers out of forty bookings on a Munson Liner bound for South America.

In this connection, it is remarked that a law known as the Edmonds Bill, has recently been introduced in the House of Representatives. "Be it enacted, etc., that Title II. of the Act entitled 'National Prohibition Act' is hereby amended by the addition of a new section as follows: 'Section 40. That nothing in this act shall prevent the carrying of liquors on passenger vessels of either American or foreign registry: Provided, that within the three-mile limit of the shore of the United States, no liquor shall be sold, and all containers properly sealed and locked under such regulations as required by the commissioner of internal revenue.'

dry docking facilities, second to none in the world, and a distinctive advantage as pertains the maintenance of repair equipment to keep in commission a prosperous American merchant marine. It proves conclusively the claim of the Morse Company that large steamers can be lifted in from 20 minutes to a half-hour.

When the sailing ship "Alejandrina" came to the Morse yards recently she occupied the big dry dock simultaneously with a modern steamship. Thus with two vessels, one bespeaking, by her very looks, the vanished days of powerful sailing craft, pirates and treasures, and the other communicating an impression of modern ocean travel, the big dry dock was as a stage-set to show the extremes of ocean navigation.

But 19 feet of docking space remained unoccupied as repairs were made on the "Alejandrina" and the steamship sharing the same dock. This was a little less room than existed on another occasion when the United States Shipping Board steamer "Lake Farison" and the s.s. "Yarmouth," first steamship of the Black Star Line Corporation, composed entirely of American negroes, occupied the dock at one and the same time.

The massiveness of the dock is not altogether responsible for its sectional features. Built of six sections, two or more sections may hold a steamer while remaining sections are submerged, ready to lift another ship. Repair work is facilitated. Steamers come and go quickly. What was once a matter of hours and days is reduced to minutes.

As concerns its method of operation, the new dry dock is an exact duplicate of the older dry dock of the company, which was the first electrically equipped dock in the world, the first on which centrifugal pumps were used for emptying it; and the first on which alternating current induction motors were used, and the first to be equipped with an auxiliary draining system. In many respects the older dry dock has been the most successful and efficient dry dock in the country, lifting in one year three times the tonnage of any other dock in the same amount of time.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unusual looseness of the bowels is noticed, Chamberlain's Colic, Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

SHIPPING BOARD PASSENGER LINES.

DESCRIPTIONS OF PACIFIC TYPES.

In the *Pacific Marine Review* for the month of February, full data and descriptive matter, relating to the combination passenger and cargo steamers being supplied by the Shipping Board for the Pacific trade, are given.

There are two types being built, or reconverted from transports, in the American shipbuilding yards, the 535-Foot Type and the 502-Foot Type. Nineteen are being converted to passenger ships, and seven new vessels of the 502-Foot Type are now under construction by the New York Ship Building Company.

THE 535-FOOT TYPE.

These vessels are of the flush deck type. They are 535 feet long overall, with length between perpendiculars of 518 feet; beam molded 72 feet; depth to shade deck 50 feet; draft 30 1/2 feet; freeboard 19 1/2 feet. Passenger accommodations are provided for 257 first-class passengers and 300 third-class passengers. The first class accommodations are devised with a view to great comfort, the state rooms being arranged in pairs with communicating bath, and being provided with all modern conveniences which go to making sea travel luxurious.

The cargo holds have a capacity of 11,000 tons of dead-weight cargo. There are five hatches, each 19 by 30 feet; two hatches 19 by 24 feet and two hatches 19 by 18 feet, affording an abundance of entrances for the quick turnover of cargo.

The vessels will be oil-burners, with a fuel tank capacity for 3200 tons, and will be turbine driven, giving a shaft horse power of 12,000, which drives the hull at seventeen knots and gives a steaming radius of 11,700 miles. This steaming radius is ample for a round trip from San Francisco or Seattle to Yokohama, and return, either direct, or by way of Honolulu, and is sufficient for the round trip to Hongkong or the Straits Settlements with a partial replenishment of oil fuel at either Manila or Honolulu.

THE 502-FOOT TYPE.

These vessels are intended mainly as freight carriers, with limited accommodations for first-class passengers. They are of the well-known double well deck type; length between perpendiculars 502 feet, beam molded 62 feet; depth molded 42 feet; draft 31 3/4 feet; freeboard is 10-1/4 feet. The dead-weight cargo capacity is 12,000 tons.

A very lavish equipment for the handling of cargo has been provided, 34 winches and a similar number of cargo booms, arranged singly and in pairs on ten cargo masts, being installed.

There are five hatches of dimensions 17 1/2 feet by 25 feet, one 18 by 15 feet, one 17 1/2 by 15 feet, and two 19 by 20 feet, all of which are served by at least two cargo booms and winches. Each of the five large hatches is served by four booms and winches. These vessels will be provided with refrigerated cargo space, thus meeting a long felt want for importers of food products and other perishables. The passenger accommodations on this type will equal, in every way, those on the larger type, but the number of first-class passengers is limited; on the 502-Foot Type, to seventy-six.

This type is fitted with oil burning Scotch boilers and reciprocating engines, with a shaft horse power of 7000, which will drive the hull at a sea speed of fourteen knots per hour. The fuel oil tanks have a capacity of 3500 tons, which gives the vessel a steaming radius of 15,000 miles, amply sufficient for a round trip from the West Coast of the United States to New Zealand, Australia, Straits Settlements, or Hongkong, or any point on the west coast of South America, without refueling. The Chairman of the Shipping Board says, in connection with these ships, "In the plans of the United States Shipping Board for the development of passenger service from United States ports, the needs of the Pacific Coast will play a prominent part. The Board fully appreciates the primary importance of increased passenger facilities on the Pacific. The tentative programme now under consideration for three passenger services from Pacific Coast ports is as follows:

To Japan, China and Philippines—Weekly.
To Japan, China and Vladivostok—Weekly.
To Philippines, Straits and India—Every 3 weeks.

It is the intention of the Board that these services will be mainly aided by the 535-Foot Type. Four of these vessels will be required to maintain schedule on each service, making a total of 12 in all for Pacific assignment.

The question of Pacific terminal ports is now under consideration and the decision upon this matter, and also upon the selection of operating agents, will not be made until a most careful investigation is completed.

The first of these vessels is expected to be available in May, 1920, and deliveries are anticipated thereafter so that the entire fleet of twelve vessels will be in service by the end of this year. It is the present intention of the Board to place the first new ships in the Pacific Trade outlined above.

TO-DAY'S CABLES.

(Radio's Service to the China Mail)

THE L. O. N.

AN APPEAL.

LONDON, April 7.

The press publishes a letter signed by Viscount Grey, Mr. Lloyd George, Admiral Fealty, Mr. Atquith, Lord Robert Cecil, Mr. Clynes, and General Gough, appealing to the peoples of the world not to forget their wartime ideals and sacrifices, pointing out that the League of Nations had created a flood of idealism and self-denial. The League can only be what the world chooses to make it. The letter appeals for a million pounds for the most extensive educational campaign.

LONDON, April 7.

Interesting details of the work of the League of Nations Union is furnished in the letter appealing for £1,000,000 for a national educational campaign on behalf of the League. It states that hundreds of meetings in support have already been organized on behalf of the League. Two hundred branches of the union have been created. There are two League of Nations periodicals. Many pamphlets and booklets have been published. The union is now engaged on educational text books and organizing study circles for adults and children. The work is so extensive that it is exceeding the scope of private generosity. The signatories declare that if the world is allowed to relapse into pre-war antagonisms and ambitions, it will be the greatest triumph of evil in all the ages. They emphasize that if Great Britain does not support the League with all her might and resources the league will wither and die. The appeal is commented on in the press as the most helpful and promising support the cause of the league has yet received. The names of signatories of such diverse views are comparable only with the early days of the war when the whole country united for its prosecution.

ONE NAVAL MAN'S OPINIONS.

LONDON, April 7.

The waning advantage enjoyed by submarines against surface ships was shown in a lecture by naval lieutenant W. S. Kingham at the Royal United Service Institution. He asserted that the advantage, which was as nine to one in 1914, was only 7 to 3 last year, and is likely to be only 6 to 7 by 1920. Submarine detection apparatus is likely to develop which will partially protect important ships, against tactical attack. He opined that the use of gas would eventually revolutionise naval warfare, as gunpowder did when first introduced. Gas might be discharged along an enemy coastline. Such a plan was contemplated during the German occupation of Belgium, but was abandoned in deference to Belgian susceptibilities. He recommended an extension of convoying for the protection of commerce in wartime. He ruled out the plan for making capital ships submersible, on the ground of its impracticability.

Admiral Sturdee, presiding, agreed with the last opinion.

CLEMENCEAU'S TROUBLE.

CAIRO, April 7.

M. Clemenceau has bronchitis and his condition is disquieting.

RUSSIA V. LITHUANIA.

KOVNO, VIA COPENHAGEN, April 7.

The Soviet government has agreed to begin peace negotiations with Lithuania on April 15.

REICHSWER IN ESSEN.

ESSEN, April 7.

The Reichswehr troops occupied Essen yesterday evening.

THE UNMARRIED MAN.

WHY IS HE PREFERRED IN THE FAR EAST?

(SPECIAL TO THE "CHINA MAIL.")

The Government of the Crown Colony of Hongkong has recently advertised for an assistant engineer (2nd grade) for service in the Public Works Department. The employment is for three years, with possible permanency. The salary, together with duty pay and war bonus, comes to nearly five hundred pounds per annum, and we may assume that the usual arrangements for payment at an average rate of exchange at about two shillings obtains. The offer of free passages is also quite usual. There is also a clause in the advertisement which reads "Candidates, unmarried, between 24-30, . . . should apply by letter." etc. "It is a matter of local interest to know why the Government insists that the candidate shall be unmarried." And is he allowed to marry at the end of three years, if the agreement is renewed?

The tendency of legislation in Great Britain during recent years has been, if not exactly, to encourage marriage, at any rate, to relieve those who are married from certain taxation which was formerly imposed upon them. Mr. Lloyd George introduced one of his budgets the other novel idea that the family man should have a rebate in assessment for income tax at, we believe, a rate of ten pounds per child under a certain age. Since then there have been further concessions. But perhaps the most astonishing evidence that the Government sympathized with the financial burdens of married men was the allowances made to them under the new scale of pay for army officers. Under these arrangements the married man received extra pay because he was married. There are not many employers who do that sort of thing. But it may be worth while.

In this part of the world, the great difficulty is the housing problem. The Government and many employers now provide houses for members of their staffs. It goes without saying that suitable housing accommodation

for a married man must be more costly than that required for a bachelor. In that way, the married man is paid more.

MARRIAGE AND MILL.

It is well-known that the earlier political economists, such as John Stuart Mill, prescribed late marriages, and even life-long celibacy, in order to prevent the increase of mouths in countries where the quantity of food is not sufficient to feed the already existing number. Mr. J. O. P. Bland has, on one occasion at least, suggested that until the Chinese understand the theories of Malthus, there must inevitably be famine and poverty in China. But Malthus overlooked the fact that by the quality of reason, which enables man to control his appetites, he can, by invention and improvement, produce an increased amount of food. And no thoughtful sociologist favours polygamy, if only for the reason that the wealthy inevitably are at such a great advantage. The number of males and females born each year is so nearly equal that polygamy causes many evils.

In the new Utopias which imaginative writers picture, and of which the League of Nations may be a foundation, the thoughtful rulers of the state will consider this problem of marriage and will come to this conclusion. The right age for marriage is the age productive of the most perfect children. It may be that sociologists have not yet come to any agreement as to what the age is. It may, it probably does, differ in different races. Asiatics, as a rule, develop physically more rapidly than do Europeans. But it cannot be doubted that, in many cases, marriages take place at far too early an age in Asiatic communities.

EVERYONE CONCERNED.

All of the "nice" novels in the English language end in happy marriages. It is, more or less, the national ideal that a Briton shall be a family man. It is quite true that young George does not ask pretty Gertrude to marry him because he has a burst of patriotic fervour which makes him want to follow out the national ideal. This business of the age for marriage, and this mutual attraction of the sexes, is not to be governed by the rules made by the State. There are certain definite

moral ideas which the genial consensus of British opinion has decided are so good that they have been incorporated with the laws of the land. For example, no Briton is allowed more than one wife at a time. Then, again, there are certain obligations which it is the duty of married people to fulfill to each other and to the State. There is a hazy affair which is called "conjugal rights." The remedy for married troubles are usually two—death or divorce, although separations are also arranged. But on the whole, most married couples manage to jog along quite amiably. Even if the romance of the early days dies out—which certainly does not happen in all cases—the fact remains that, for the average white men in the Far East, marriage is a very excellent institution. And even if it is not, there is the old theory of the liberty of the subject. The real point at issue is this: Has any firm or government the right to enforce celibacy?

The old theory of some of the early Christians, enthusiasts that celibacy caused a man to devote himself to his work, only broke down when it came to be put into practice. In this age we all, if decent minded individuals, object to the idea that woman is a snare of the devil. The result of the ordinances about celibacy, in the middle ages, can be read in any authentic history of the times. Whether we agree or disagree with the views of the Holy Roman Church of to-day, we cannot justify the gross immorality which was the fashion at the Vatican several centuries ago. Celibacy may appear to isolated individuals as a very lofty ideal, although obviously Dame Nature implanted other notions in the minds of the vast majority of her children. But everyone should be allowed a free choice.

Of course, when it comes to giving advice, we may say to young George or pretty Gertrude "My dears, marry slowly." We may even talk about poverty coming in at the door and love flying out of the window. But, after all, some of the most industrious men in the world have attributed their success in life to the fact that the responsibility of an affection for a wife, and perhaps a family, kept them hard at work during youth.

Freedom is a great gift and should not be lightly overlooked. This idea that any employer, and especially the Government as an employer, may interfere with the liberty of the individual out of working hours is all wrong. It is certainly very doubtful whether the people, which the British Government represent, would approve of this latest advertisement from Hongkong. The Bishop has in the past exhorted the ladies of the Colony to become mothers, and he advanced arguments of an admirable nature. "It would add a little to local excitement if he would preach his next sermon on this subject of 'married men not wanted'."

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. Kanchow, Capt. Cowan, 1,222 tons, arrived yesterday at 9.30 a.m., from Swatow, with 400 tons of general cargo and one bag of mail.

The s.s. Charlton Hall, Capt. Evans, 2,999 tons, arrived yesterday at 12 noon, from Moji.

The s.s. Mishima Maru, Capt. S. Takano, 4,926 tons, arrived yesterday at 3 p.m., from Singapore, with 654 tons of window glasses, paints and merchandise.

The s.s. Professor, Capt. Jackson, 3,648 tons, arrived yesterday at 3 p.m., from Singapore, with 190 tons of general cargo and seven tons of explosives.

DEPARTURES.

The s.s. Mishima Maru, Capt. S. Takano, sailed for Kobe at 11 a.m. to-day, with 100 tons of general cargo.

The s.s. Alting, Capt. Tyree, sailed for Shanghai via Koolung at 6 p.m. to-day.

The s.s. Palenbang, Capt. K. Bortema, sailed for Shanghai at 2 p.m. to-day.

The s.s. Yuensang, Capt. McAlister, sailed for Manila at 3 p.m. to-day, with 1,230 tons of general cargo.

The s.s. Haichin, Capt. Stewart, sailed for Foochow via Swatow and Amoy at 2.30 p.m. to-day, with 2,000 tons of general cargo.

C. F. O. S.

The C. F. O. S. Steamer "Methven," is due at this port on Saturday, the 10th inst., and will be despatched hence for Vancouver, B.C., on Tuesday, the 13th inst.

CRICKET.

I.R.C. v. STAFFS.

The following will represent the I.R.C. in a friendly match against the Staffs on the former's ground on Saturday at 2.15 p.m.: A. H. Rumjahn, A. d. Arcull, G. S. Barde, A. A. Rumjahn, S. H. Ismail, S. A. R. Ismail, J. Curreen, A. L. Andree, N. M. Bux, E. A. Moosdeen and O. Ismail.

H.K.C.C. v. C.R.C.

Following will represent the Club against the C.R.C. (League Fixture) on the Club ground on Saturday 10, instant at 2.15 p.m.: E. J. R. Mitchell (Capt.), R. A. Brand, A. I. Burnie, E. W. Day, W. Mackenzie, P. G. de Paravicini, H. S. Philip, A. B. Raworth, F. J. de Rome, H. A. Sawyer, and H. H. Taylor.

C.R.C. v. H.K.C.C.

In the above match on the club ground on Saturday at 2.15 p.m. the following will represent the C.R.C.: Ng See Kwong (Captain), Un Hew Fan, J. Wong, Wei Lee Son, Geo. Lee, Ho Wing Nin, H. Ching, Shin Man Pin, Lo Man Fun, Chao Man Ping, and Wong Kwok Kwong.

SUPPORT OF CONGRESS URGED FOR U.S. TRADE LAW IN CHINA.

Dr. Paul S. Reisch, former United States Minister to China; Mr. Charles Denby, former consul-general here, Mr. Ambrose P. Winston of the State Department, and Mr. Francis P. Eldridge, chief of the Bureau of Foreign and Domestic Commerce at Washington, appeared before the House of Representatives Committee on the Judiciary on January 27 to answer questions on House bill 7204 which provides for the incorporation of certain American companies engaged in foreign trade.

The bill, which is favoured by the State Department, will free American corporations abroad of income taxes and was originally drafted by the American Chamber of Commerce at Shanghai. In the report of the hearing on January 27, is published a telegram from the Shanghai Chamber pointing out that the recent British Order in Council eliminating American executives from British companies organized under the Hongkong Incorporation Act, was detrimental to American interests. The report also includes testimony of the four men named above. Editorial comment, from *The China Press*, newspaper articles and correspondence between Mr. Julian Arnold, Commercial Attache, and Mr. J. Harold Dollar, president of the American Chamber here—*China Press*.

TO-DAY'S ADVERTISEMENTS.

GANDE, PRICE & CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY ANNUAL MEETING of the Company will be held at the Company's Office, 6, Queen's Road Central, at 12 o'clock noon on SATURDAY, the 17th day of April, 1920, for the following purposes:

- (1) To receive the Directors' Report and Accounts for the year 1919.
- (2) To declare a Dividend.
- (3) To re-elect Directors.
- (4) To re-elect Auditors and
- (5) To transact the ordinary business of the Company.

By Order of the Board.

C. BOND,

Secretary.

Hongkong, April 9, 1920.

WANTED.

FROM JULY (FOR AUGUST 1919) A FURNISHED HOUSE ON THE PEAK, WITH AT LEAST FIVE ROOMS. ANY REASONABLE RENT AGREED TO, AND HIGHEST REFERENCES GIVEN. ADVERTISER'S PRESENT LEASE ON PEAK EXPIRES AND NOT RENEWABLE. REPLY TO "PEAK," c/o "CHINA MAIL" OFFICES.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

on

SATURDAY, April 10, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street,

(more or less damaged by sea water)

A Quantity of Haberdashery

And

1 case Electric Torches

Terms:—Cash on delivery.

LAMBERT BROS.,

Auctioneers.

on

SATURDAY, April 10, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street

3 cases Paint Oil

93 kegs Assorted Paint

4 drums Enamel

3 drums Paint

5 drums Black Enamel

9 barrels Ship Varnish

1 case Copper Boat Nails

5 cases Pickles

15 cases Brass Wire Nets

1 case Rivets

2 cases Barley

3 cases Padlocks

4 cases Jellies

39 tins Boat Varnish

80 tins Vaseline

63 tins Patent Dryer

21 blocks White Metal

3 cases do

3 kegs White Zinc

5 drums Yellow Varnish

1 case Torboline

LAMBERT BROS.,

Auctioneers.

THEATRE ROYAL.

FRIDAY EVENING, APRIL 16th, at 9.15 p.m.

REYNOLDS DENNISTON LTD.

will inaugurate the Hongkong Season of

THE DENNISTON PLAYERS

BY A PRESENTATION OF THE VERY LATEST

BROADWAY FARCE-COMEDY SUCCESS

"UP IN MABEL'S ROOM"

with a full company of fifteen carefully selected and capable artists

MATINEE SATURDAY, APRIL 17th, at 5.15 p.m.

"UP IN MABEL'S ROOM"

SATURDAY, April 17th, at 5.15

MONDAY, April 19th, at 5.15

TUESDAY, April 20th, at 5.15

WEDNESDAY, April 21st, at 5.15

THURSDAY, April 22nd, at 5.15

FRIDAY, April 23rd, at 5.15

SATURDAY, April 24th, at 5.15

SUNDAY, April 25th, at 5.15

PRICES OF ADMISSION . . . \$4, \$3 and \$1.

NOTICES.

SPECIAL SHOW of VOILE AND NET DRESSES AND BLOUSES

Sunshades in Georgette, Silk and Cretonne.

WARS come and go, peace dies and is born again, but through all the changes and chances of life we have always the one reality that can be close to us as the Ideal—the Eternal Feminine—the centre, not of gravity, but of attraction, holding the secret of love and the charm of loveliness. Poets of all time and clime have hung round her the airy, fairy fabrics of imagination, and in these later years we have materialised these fancies into facts so that Woman can cloth herself and her daughters in garments whose use does not prevent them from being ornamental.

LANE, CRAWFORD & CO.

COLUMBIA GRAFTONOLAS AND RECORDS

SUPPLY YOU

WITH MUSIC FOR EVERY MOOD

CLASSICAL

OPERATIC

SONG, AND DANCE.

THE ANDERSON MUSIC COY.

THE "COLUMBIA" SHOP

14, DES VOEUX ROAD CENTRAL.

TEL. 1322.

NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to No. 161, Des Voeux Road Central (next to Sincere's Co., Ltd.)

BREEZY GARAGE.

Phone 2499.

Hongkong, April 8th, 1920.

NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in hair-care. Try it.

Pepodent Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

TANSAN "Choice of all Choice Mineral Waters"

Do you know



That TWO HUNDRED AND ONE of the most eminent physicians of America petitioned Congress a few years ago to admit Tansan free of Custom's charges!

That Tansan has carried off the HIGHEST AWARDS at every Exhibition where it has been shown in competition with most of the best known waters in the world!

That Tansan will counteract the injurious effects of bad whisky!

That the Tansan Spring is open to inspection to any one desirous of seeing this remarkable water issuing from its source!

For particulars apply to

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

Tel. No. 185.

6, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 7 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS:—
To Macao daily at 8 a.m. and 6 p.m. (Sundays at 9 a.m.)
From Macao daily at 8.30 a.m. and 9 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
Regular Sailings to NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing Beginning of May.

LLOYD TRIESTINO

BRINDISI, VENICE & TRIESTE
via SINGAPORE, PENANG AND COLOMBO.

S.S. "INNSBRUCK"

Sailing on or about the April 29th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services Between
JAPAN, HONGKONG & JAVA
FOR JAVA.

S.S. "SAMARANG MARU"

Sailing on or about 25th April.

OCEAN TRANSPORT Co., Ltd.

(TAITO KAIUN KAISHA)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN
PORTS with transshipment at CALCUTTA.
in conjunction with
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.
(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O S K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

—Monthly direct service via Singapore and Port Said.
HAYANA MARU Tuesday, 4th May.
HAYRE MARU Tuesday, 8th June.

BUENOS AIRES

—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
PANAMA MARU Tuesday, 15th June.
SEATTLE MARU Middle of July.

BOMBAY & COLOMBO

—Regular fortnightly service via S'pore.
BURMA MARU Wednesday, 14th April.
SIAM MARU End of April.

SAIGON, BANGKOK & SINGAPORE

—Regular Monthly service.

SYDNEY & MELBOURNE

—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA & VANCOUVER

—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

AFRICA MARU

(Call Shanghai) Saturday, 22nd May.

KEELUNG VIA SWATOW & AMOY

—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU

..... Sunday, 11th April.

TAKAO VIA SWATOW AND AMOY

—SOSHI MARU Friday, 9th April.

JAPAN PORTS

—Moji, Kobe, Yokkaichi, Yokohama.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager, No. 1, Queen's Building.
Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S.S. CO.

For MELBOURNE & SYDNEY, via MANILA, SANDAKAN & QUEENSLAND PORTS.

"HWAH PING" Sailing on or about 17th April.
"VICTORIA" Sailing on or about 14th May.
(Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S.S. CO.

112 Cornhill Road, Central Agents.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR CHINA AND TIENTSIN April 10 at Noon.
SHANGHAI AND TIENTSIN April 11 at 10 a.m.
SWATOW & SINGAPORE April 11 at 10 a.m.
WUHAN April 11 at 10 a.m.
SWATOW & BANGKOK April 11 at 10 a.m.
MANILA, CEBU & ILOILO April 11 at 10 a.m.
AMOI, SHANGHAI & PUHOU April 11 at 4 p.m.
SHANGHAI AND TIENTSIN April 11 at 4 p.m.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wooking.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone No. 3.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).
"ELDRIDGE" About April 14th.
"CITY OF SPOKANE" About April 18th.
"EDMORE" About April 20th.
"WEST HARTLAND" About May 10th.
"ICORION" About May 12th.
"CROSSKEY" About June 2nd.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).
"COARKE" About April 28th.
"WABAN" About May 18th.
"MONTAGUE" About June 10th.
"AMERCO" About June 20th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "WEST WIND"

About APRIL 17th.
Via PANAMA.

S.S. "DRYDEN"

About APRIL 24th.
Via PANAMA.

S.S. "RADNOR"

About MAY 15th.
Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. FIVE FLOOR. HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT SAILING FOR LOS ANGELES ABOUT
S.S. WEST HIKI April 15 S.S. WEST HIKI April 17.
S.S. VINITA May 15 S.S. VINITA May 17.
S.S. WEST NIVARIA June 15 S.S. WEST NIVARIA June 17.
S.S. WEST MONTOP July 15 S.S. WEST MONTOP July 17.

Through Bills of Lading to all U.S. and Canadian overland points; no transshipment en route.

Shipside connection with the Saltillo, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE: LOS ANGELES, CALIF.

BRANCH OFFICES: KOBE, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE: Prince's Buildings, Charter Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1063.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

EAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers tons Leave Hongkong.

*PERISA MARU 9,000 19th April.

KOREA MARU 20,000 27th May.

TENYO MARU 22,000 31st May.

SHIBUYA MARU 20,000 13th June.

SHINYO MARU 21,000 17th June.

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, APICIA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers tons Leave Hongkong.

SHINYO MARU 14,000 May 11th.

KIYO MARU 17,000 21st May.

ANYO MARU 15,000 Sept. 8th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FAR EAST SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamers Leave Hongkong.

CHOVO MARU April or May.

For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUTSUMI, Manager, 1st Building.

Telephone 2474 and 2475.

SHIPPING

C. P. O. S.

HAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

Empress of Russia May 6 May 24

Empress of Japan May 26 June 13

Empress of Asia June 3 June 21

Monteagle June 5 July 2

Empress of Russia July 1 July 19

Empress of Japan July 20 Aug. 10

Empress of Asia Aug. 12 Aug. 29

Monteagle Aug. 14 Sept. 1

Empress of Russia Aug. 16 Sept. 13

Empress of Japan Sept. 14 Oct. 5

Empress of Asia Sept. 23 Oct. 11

Monteagle Oct. 21 Nov. 8

Empress of Japan Oct. 28 Nov. 19

Empress of Russia Nov. 8 Nov. 30

Passage Fares Hongkong to United Kingdom.

Express of Russia 16.50 Tons Reg. Gold 1000 Tons Reg. Gold \$485.00

Express of Asia 16.50 Tons Reg. Gold 1000 Tons Reg. Gold \$485.00

Express of Japan 16.50 Tons Reg. Gold 1000 Tons Reg. Gold \$485.00

Express of Russia 16.50 Tons Reg. Gold 1000 Tons Reg. Gold \$485.00

Express of Asia 16.50 Tons Reg. Gold 1000 Tons Reg. Gold \$485.00

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Express of Asia 16.50 Tons Reg. Gold 1000 Tons Reg. Gold \$485.00

Express of Japan 16.50 Tons Reg. Gold 1000 Tons

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DILWARA"	5,400	18th April	Singapore, Colombo & Bombay.
"KHIVA"	5,200	17th April	MARSHALLS, LONDON & A. W. P.
"KORE"	4,700	15th April	

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"MADRAS"	7,000	18th April	Straits, Rangoon and Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	30th April	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney, Melbourne.
"EASTERN"	4,000	19th May	

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	10th April	Kobe.
"MUTTRA"	4,700	21st April	Shanghai and Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Calls Manila.
Calls Antwerp.
Tickets Interchangeable.
In Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Steering and sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs. Goddard and Douglas at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU ... Tuesday, 13th April, at 11 a.m.
SUWA MARU ... Sunday, 2nd May, at 11 a.m.
TOYOHASHI MARU (Calling Manila) ... Wednesday, 8th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU ... Friday, 16th April, at Noon.
TAMBA MARU ... Friday, 30th April, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

TOYOOKA MARU ... Middle of May.
TSUSHIMA MARU ... Middle of June.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TORA MARU ... Tuesday, 13th April.
WAKASA MARU (Calling Genoa) ... Beginning of May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 21st April, at 11 a.m.
AKI MARU ... Wednesday, 18th May, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora, San Francisco, Panama & Colon.

GENOA MARU ... Monday, 12th April.
TSUYAMA MARU ... Middle of April.

SOUTH AMERICAN PORTS via Cape.

SANUKI MARU ... Middle of May.

BOMBAY & COLOMBO via Singapore.

MEIOH MARU ... Monday, 12th April.
KIAMI MARU ... Thursday, 22nd April.

COALUTTA & RANGOON via Singapore & Penang.

BANGKOK MARU ... Monday, 19th April.
YAMAGATA MARU ... Sunday, 2nd May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 17th April, at 11 a.m.
TANGO MARU ... Saturday, 22nd May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU ... Friday, 9th April, at 11 a.m.
YOSHIMI MARU ... Monday, 12th April.
TOYOOKA MARU ... Wednesday, 14th April.

For further information apply to—

NIPPON YUSEN KAISHA

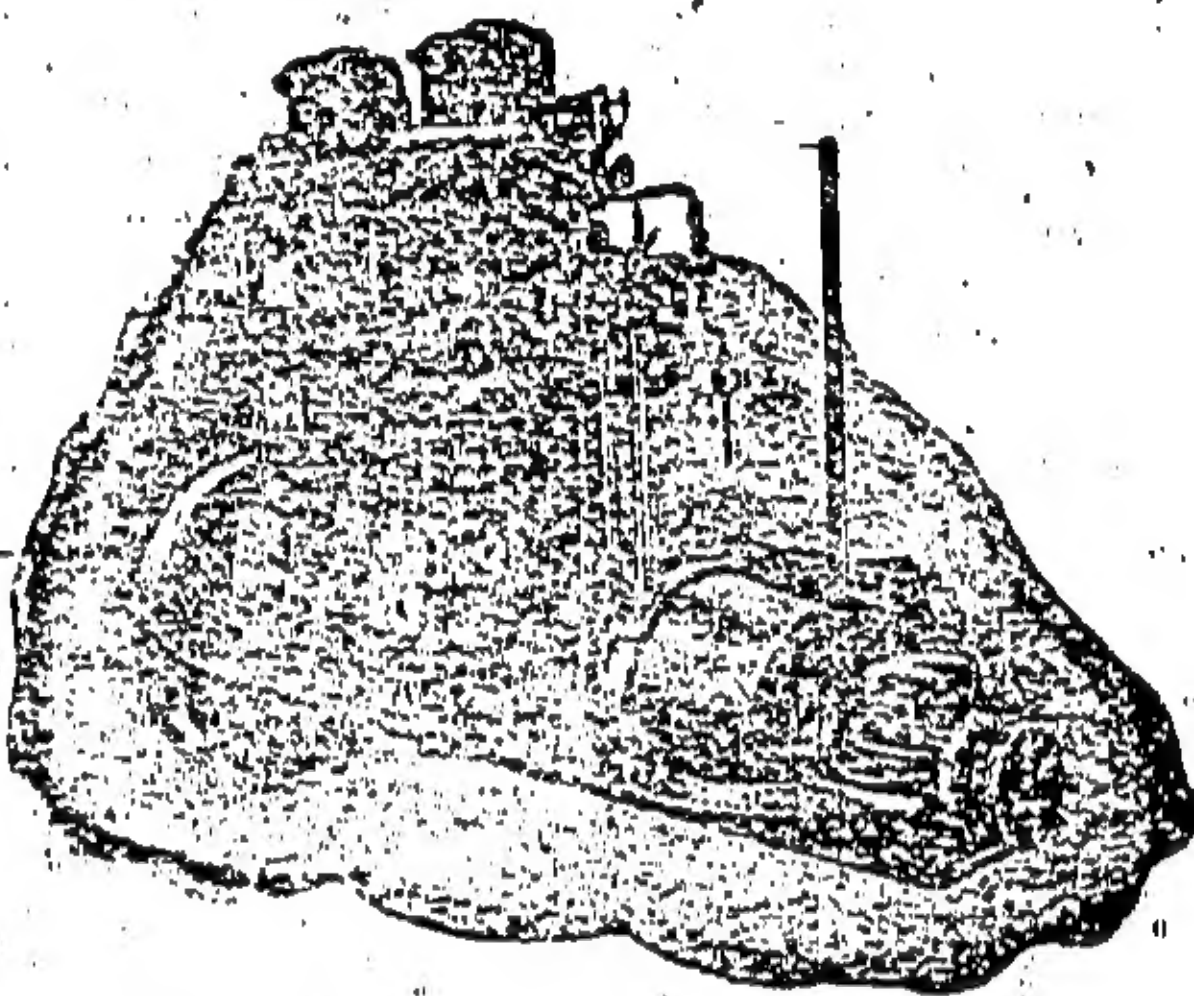
Telephone No. 123 & 230.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	NO. OF DEPARTURE
San Francisco via Shanghai & Japan, &c.	Korea Maru	Toru Kisen Kaisha	On 2nd May.
San Francisco via Shanghai, Japan, &c.	Persia Maru	Toru Kisen Kaisha	On 12th April.
San Francisco via Shanghai, Japan, &c.	Venezuela	Pacific Mail S.S. Co.	On 12th May.
San Francisco via Shanghai, Japan, &c.	Columbia	Pacific Mail S.S. Co.	On 12th April.
San Francisco via Shanghai, Japan, &c.	Chim Mail S.S. Co., Ltd.	Chim Mail S.S. Co., Ltd.	On 12th May.
Seattle, Tacoma, Victoria & Vancouver.	Admiral Line	The Admiral Line	On 12th April.
Victoria, Vancouver, Seattle & Tacoma.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th May.
Victoria B.C. & Seattle via S. H. &c.	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 12th April.
Vancouver via Shanghai, Japan, &c.	Express of Japan	Express of Japan	On 12th May.
Vancouver via Shanghai, Japan, &c.	Empress of Japan	Empress of Japan	On 12th April.
New York via Suez.	Lucania	Lucania	On 12th May.
Australian Ports via Manila.	Nippo Maru	Nippo Maru	On 12th April.
Australian Ports via Japan.	Seiyu Maru	Seiyu Maru	On 12th May.
New York via Panama and Havana.	Lucania	Lucania	On 12th April.
New York via Panama and Havana.	Seiyu Maru	Seiyu Maru	On 12th May.
Nagasaki, Kobe & Yokohama.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th April.
Kobe	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th May.
Shanghai	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th April.
Amoy, Shanghai & Peking	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th May.
Calcutta via Straits & Rangoon.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th April.
Singapore, Penang & Bute in Doh.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th May.
Keelung via Swatow and Amoy.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th April.
Singapore, Bangkok & Singapore.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th May.
Swatow, Amoy & Fuzhou.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th April.
London and Rotterdam.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th May.
Bombay & Colombo.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th April.
London and Antwerp.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th May.
London via Suez, Peking & Cebu.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th April.
Mauritius, Delagoa Bay, Durban.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th May.
Marseilles, London & Antwerp.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th April.
Takao via Swatow and Amoy.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 12th May.

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Reliability and
Simplicity.



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Simplicity.

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Knitting Machines.
Motor Garage Pumps.
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STEAMERS FOR STRAITS, OVERLAND, LOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading issued for BATA, VIA PERSIAN GULF, CONTINENT, TALL AMERICA, AND SOUTH AFRICAN PORTS.

The Homeward Mail Steamer Dilwara carrying the Japanese Mail, will be despatched from this port on or about 15th April, 1920, taking cargo for the above ports. Passengers' accommodation in the connecting vessel, if available, is secured before departure from Hongkong. Silk and Valuable Cargo for Italy, France, and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the connecting steamer for Marseilles and London.

Parcels will be received at this Office until 12 noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, March 9, 1920.

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"EQUADOR," "VENEZUELA" & "COLOMBIA."

HONGKONG TO SAN FRANCISCO,
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THE SUNSHINE BELT

The most comfortable route to America and Europe.
SAILINGS FROM HONGKONG AT NOON.

S.S. "COLOMBIA" ... WEDNESDAY, April 21st.

S.S. "VENEZUELA" ... WEDNESDAY, May 19th.

S.S. "EQUADOR" ... WEDNESDAY, June 14th.

ATSO

The following U.S. Shipping Board vessels

S.S. "WEST NIGER" ... THURSDAY April 15th, for San Francisco via usual ports of call.

S.S. "INSEIP" ... End of April for San Francisco via usual ports of call.

S.S. "WEST KASSON" ... Late April, for Baltimore, via Suez and usual ports of call.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

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For SEATTLE & VANCOUVER ... For SAN FRANCISCO.

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Operation: Baltimore via Panama service, to the Far East.

Arrivals and sailings to be announced by U.S. Shipping Board.

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VESTS From \$2.25 each.
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India Gauze Vests, with or without sleeves, no buttons.
From \$1.00 each.

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Men's Wear Specialists.

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THE EDUCATIONAL TRAINING OF BRITISH SOLDIERS.

NEW SCHEME TO COME INTO FORCE NEXT MONTH.

The Army Council has called the attention of General Officers commanding the British Forces at home and abroad to the fact that educational training is now an integral part of the training of the soldier, and will be taken into account by Officers commanding formations and units in framing any programmes of work which are being, or will be, made out for the future. The Army Council considers it inexpedient at the present time to lay down definitely the hours which should be allocated weekly to this branch of training, since the requirements of the various units in this matter must necessarily vary considerably under present conditions.

ARRANGEMENTS IN THE CHINA COMMAND.

The General Staff of the China Command have issued a circular on the subject which states:—

A Circular numbered 107 Gen. No. 2562 (S.D.S.) dated January 24th, 1920, has been received from the War Office on the subject of Education of which the following is a summary:—

To ensure uniformity in system of education and standards throughout the Army general instructions will be issued. In the meantime the following points are brought to attention:—

4.—To assist C.O.s of Units there will be a nucleus of qualified and trained instructors who will act as expert advisers and examiners.

The establishment authorized and applicable to Hongkong is:—

OF. Sergt. Instrs. Instrs.

British Infantry Bn. 1 1
Other Units (combined). 1

Authority No. as above dated the 10.12.1919.

This does not relieve Officers and N.C.O.s from the responsibility for general educational training which is now an integral part of training of the soldier, as much as, say, musketry or any other part of training.

5.—Courses are now being held at Army Schools of Education at Newmarket and Bedford for Regimental Officers and a limited number of N.C.O.s.

Short Courses are also being held at these schools for C.O.s. Senior Officers, Senior Warrant Officers and N.C.O.s.

These courses are held with the object of explaining in general terms the principles on which education training is to be carried on in the Army. Such courses include the following subjects as given in Appendix No. 2.

C.—Education in the Army is in the future to be expanded from the scope of the old education certificates and new regulations are being evolved which, however, will not come into operation until a due interval has elapsed.

D.—Units are to have establishments of simple instruction books and Unit Libraries plus copies of instructional books on subjects not met by Unit Libraries. These will be on an establishment to be circulated later.

In addition there will be a Command establishment of Instructional books. Units of insufficient size for a Unit Library will draw from this source.

A Command Library at home will consist of some 15,000 books, i.e., 500 to 600 cubic feet.

In addition also Command Libraries will include works on Agriculture, Art, Biology, Botany, Chemistry, Economics, Education, Electricity, Hygiene, Law, Music, Philosophy, Physics, Physiology, and Zoology.

These are intended to meet the needs of the individual rather than the class.

A scale of Instructional Books for a Unit is given in illustration Appendix No. 3.

E.—Technical training is to be included in the instruction of the soldier. Difficulties exist at present but further details will be issued in the course regarding provision of facilities and establishments for training. As an instance regarding facilities, Infantry Battalions and Brigades of Artillery will be issued it and as desired with:—

Agricultural implements.
Carpenters' and Wagoners' tools.
Drawing instruments.

Lantern, Projection.
Chemical Apparatus.
Apparatus Elementary Electricity.
Physics (sound, light and heat) apparatus.

F.—The War Office letter then explains that the Education is to be taken up regimentally and not relegated to Army Schools, the personnel of which will, later, be utilized in connection with this scheme.

G.—In order to give effect to the War Office instructions which will be issued in greater detail later, the attached instructions (Appendix No. 4), will come into force on May 1.

Appendix No. 2.
COURSES FOR INSTRUCTION FOR JUNIOR OFFICERS.
Abridged Syllabus.

(a)—Philosophy of Education.
(b)—Method and Theory of Teaching.
(c)—Citizenship.
(d)—Scope of Army elementary teaching in Mathematics, History, and Geography.

Other subjects are taught at home but are not at present applicable to this Command.

COURSES FOR SENIOR OFFICERS.

Lectures on:—

(a)—The meaning of Education.

(b)—Organization and scope of Educational training in the Army.

(c)—Processes of Mental Development.

(d)—Relation of Education to General Training of a soldier.

(e)—Discussion on difficulties of Educational work in Units.

(f)—Essentials of good instruction.

(g)—Selection and training of Educational Personnel, and Visits to Educational Establishments.

COURSES FOR SENIOR WARRANT AND N.C.O. OFFICERS.

Lectures on:—

(a)—Education in the Army, aims and effect on the future of the soldier.

(b)—Relation of Education to the general training of a soldier.

(c)—Relation of Education in the Army to the morale of the Nation.

(d)—The part of the N.C.O. in the Army scheme of Education.

(e)—Essentials of good instruction and training of personnel and visits to:—

(f)—Classes at work.

(g)—Demonstrations of teaching.

Appendix No. 5.

PRELIMINARY ESTABLISHMENT.

Instructional Books. Numbers.

Arithmetic..... 55

Book-keeping..... 45

Civics..... 30

Commercial Correspondence and Office Routine..... 30

English..... 30

Geography..... 30

Geography, Commercial..... 30

Geography, Atlases..... 30

Hall-maps..... 3

History, Europe, Primer..... 15

History, British Empire..... 35

Language, French..... 45

Language, German..... 15

Language, Spanish..... 15

Language, Special (as required)..... 43

Mathematics..... 43

Northward..... 30

Library.

1. Standard Library, No. 2, with additions.

Notes Books. A.B. 185..... 800

" A.B. 185a..... 1,000

" Quarto (for % etc.)

Foolscap.

plain, Reams..... 10

Tracing

Cloth, 10 yard rolls..... 1

Rulers, flat, 12"..... 50

Pencils, Gross..... 70

India rubbers.

pieces, Gross..... 1

Paints, simple, with brushes, etc., sets..... 8

Chalk, plain, boxes..... 2

Chalk, coloured, boxes..... 1

Blackboard, paint with brushes.

Drawing instruments, simple, set..... 1

" If available.

Appendix No. 4.

Instructions.

GENERAL EDUCATIONAL TRAINING.

1. Infantry.

(a) General Educational Training (see para. A. of covering minute), consists of English, Arithmetic, History, Geography (of the British Empire especially) and Citizenship.

(b) Its function is to make and keep men mentally fit to be soldiers under the changed and more scientific conditions of soldiering just as physical training makes and keeps a man physically fit.

It must be remembered that as Physical, Scientific, and Artistic standards improve with the lapse of time so must educational standards.

2.—Duties of Regimental Officers.

(a) As the Commanding Officer is responsible for the soldier's fighting training, so must he be responsible for his educational training. Specialist Officers will exist in Units for educational purposes but no musketry instructor is responsible for the individual training of the men and it is therefore not to be expected that Educationalist Specialist can deal with the men in detail. The system to be adopted therefore will be that the Platoon Commander in the Infantry and his equivalent in other arms and corps will actually instruct his men but will have the advantage of the Specialist to refer to for advice.

(b) It is recognized that this system cannot be introduced throughout the Command at once, but the system is to be observed in developing all matters of education of the soldier.

Officer Commanding Units will therefore make such enquiries as will ascertain the value as educational instructors, of their Officers and Senior N.C.O.s, and render a detailed report as soon as possible as to the best way in which they can apply the above and following principles to the Unit under their command.

In rendering these reports, a paragraph should be added showing what facilities in the nature of courses they consider should be arranged to afford a constant supply of personnel in Units for Regimental General Educational Training.

(c) When the system is in working order, the duties of Specialist Staff and Platoon, etc. Commanders will be:—

3.—Educationalist Specialist Staff (Officer and N.C.O. Instructors and Army School-masters if available).

(1) Training Platoon, etc., Commanders and N.C.O.s in methods of training.

(2) Training W. Os. and N.C.O.s for 1st Class certificate of Education.

(3) Training recruits and illiterate men to standard of 3rd Class certificate of Education.

(4) Training enlisted boys. Platoon, etc., Commanders.

(1) Training their men up to 2nd Class Certificate of Education.

This is the most important work at present as many men have no Certificate of Education and the efforts of Regimental Officers will be required to supplement the Educationalist Specialist Staff. Moreover, Proficiency Pay of the men depends largely on the 2nd Class Certificate of Education.

(2) Giving informal lectures to the men on subjects of general and civil interest.

4.—Hours Allowed.

(1) For reasons given in paras. 1 and 2 above, education now ranking equal to Military Training, time will, as far as school circumstances permit, be devoted to the former in the normal working hours of the day, such arrangements being shown in the weekly training programmes.

The following will be the minimum hours per week devoted to education subject to accommodation in, and personnel of schools:—

Recruits 4 attendances of 1 hour each.

Trained N.C.O.s and men 3 hours.

5.—First Class Certificate.

(1) Education to 1st Class is not an integral portion of Military Training (except for enlisted boys).

Candidates are therefore expected to devote a portion of their leisure to working for it.

(2) In the case of enlisted boys, education to this standard is part of their training. Until they reach it, they are required to make four attendances a week of 1½ hours. At least 2 of these attendances will be before 11 a.m. in Summer and before 1 p.m. in Winter, provided that school facilities so permit.

Under Appendix No. 4, paragraph 4, add:

(d) General Educational Training is not to be relegated wholly to the afternoon or hot part of the day. At least one-third to one-half the hour devoted thereto must be before 11 a.m. in Summer and 1 p.m. in Winter, provided that school facilities so permit.

Before Mr. N. L. Smith, at the Magistrate's this morning, six Chinese were charged with assaulting a com-
patriot, a foreman employed by the Green Island Cement Company, causing injuries which necessitated his removal to the Government Civil Hospital. They denied the charge.

Acting Inspector Aris said that over thirty coolies were concerned in the affray. They layd the complainant in Hongkong and assaulted him with iron bars. The cause of the attack was attributed to the fact that the complainant had refused work to this particular gang of ruffians. The Inspector asked for a remand, as the complainant would not be able to be discharged from the hospital for another week at the least. The case was remanded for a week.

THE FRUIT SEASON.

DOWEL complaint is sure to be prevalent during the fruit season. Be sure to keep a box of Chamberlain's Colic and Diarrhoea Remedy at hand. It may save a life. For sale by all Chemists and Druggists.

GANDE, PRICE & CO., LIMITED.

The report of the board of directors to be presented at the thirteenth ordinary annual meeting of shareholders on April 17, says:—

GENTLEMEN,
The directors have much pleasure in submitting to shareholders their report, together with an audited statement of accounts, for the year ended December 31, 1919.

The result of the working for the year 1919 is \$35,358.33, to which has to be added a small amount of \$7.00 received for transfer fees. After charging Depreciation and Directors' and Auditors' Fees amounting to \$474.76 and \$2,850.00 respectively, the Net Profit for the year 1919 amounts to \$32,040.57, to which must be added the balance at credit Profit and Loss Account brought forward from 1918 of \$5,719.98, making Total at credit of Profit and Loss Account of \$37,760.55. This sum the Directors recommend should be appropriated as follows:—

To pay a dividend of \$1 per share on 18,105 shares which will absorb..... \$ 18,105.00
To transfer to Stock Reserve Account..... 15,000.00
To carry forward to next year the sum of ... 4,655.55
\$ 37,760.55

Since the last Annual Meeting Mr. C. H. Lyson was invited to a seat on the Directorate, and the present Directors now consist of Messrs. Lau Po-wing, S. C. Pank, the Hon. Mr. Lau Chu-pak and Mr. C. H. Lyson. In accordance with the articles, the Hon. Mr. Lau Chu-pak retires by rotation, but being eligible offers himself for re-election. The election of Mr. C. H. Lyson as a Director requires confirmation. The Accounts have been audited by Messrs. Lowe, Bingham and Matthews, who offer themselves for re-election.

LAU PO-WING,
Chairman.

Hongkong, April 9, 1920.

To Depreciation—
On Furniture, Fixtures and Machinery at 10% p.a. \$ 474.76
Directors' and Auditors' Fees 2,850.00
3,324.76
Balance—Net Profit for the year 1919 carried down 32,040.57
\$ 35,365.33
To Balance as per Balance Sheet 37,760.55
By Balance—Profit on Working Account 1919..... 35,358.33
Transfer Fees 7.00
\$ 35,365.33

By Balance brought forward from 1918 Account \$ 83,324.98
Less Dividend at \$1 per share on 18,105 shares \$ 18,105.00
Transfer to General Reserve Account 14,000.00
Written off Goodwill..... 20,000.00
Transfer to Stock Reserve Account 20,000.00
Bonus to Staff 5,500.00
77,605.00
5,719.98
Net Profit for the year 1919 brought down \$2,040.57
\$ 37,760.55

LIABILITIES.

Share Capital:—
Nominal—25,000 Shares of \$10 each, \$250,000.00
Issued—18,105 Shares of \$10 each fully paid up..... 181,050.00
Sundry Creditors..... 22,563.61
General Reserve Account:—
As per last Balance Sheet, 6,000.00
Add Transfer out of 1918 Profits, 14,000.00
20,000.00
Reserve for Discounts and Allowances and Returns..... 2,000.00
Profit and Loss Account—Balance as per Statement 37,760.55
\$ 263,374.16

ASSETS.

Furniture, Fixtures, and Machinery:—
As per Balance Sheet at 31st December, 1918..... 4,747.55
Less Depreciation at 10% per annum..... 474.76
4,272.89
Additions during the year, (less Machinery sold)..... 154.01
4,426.90
Steam Locomotive "Perfection"—
As per Balance Sheet at 31st December 1918..... 1,000.00
Sundry Debtors..... 39,723.06
Trade 5,000.00
Less Reserve for Bad and Doubtful Debts 34,723.06
2,590.71
37,312.77
1,604.93
Payments in Advance
Stock on Hand and in Transit at cost—As taken and valued by the Company's Manager 169,231.53
Less Stock Reserve Account—created out of 1918 Profits 20,000.00
149,231.53
500.00
Stock of Stationery 1,675.20
Cash 37,616.83
In Hand and on Deposit 39,292.03
At Chartered Bank of India, Australia and China 233,374.16
Goodwill—
Paid for in Shares—As per Balance Sheet at December 31, 1918..... 50,000.00
Less Amount Written off out of 1918 Profits 20,000.00
30,000.00
\$ 263,374.16

LAU PO-WING
S. C. PANK } Directors.

C. BOND, Secretary.

We have examined the above Balance Sheet with the Books, Accounts and Vouchers of the Company, and certify that in our opinion, such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs as at 31st December, 1919 according to the best of our information and explanations given to us and as shown by the books of the Company.

Stock-in-trade has been taken and valued by the Company's Manager, Mr. C. Bond.

We have obtained all the information and explanations we have required.

LOWE, BINGHAM & MATTHEWS,
Auditors.

Hongkong, 31st March, 1920.

GYMKHANA ENTRIES.

The following are the entries for the 2nd Gymkhana to be held on Saturday, 17th April, 1920:

1. Five Furlongs—Sandmartin, El Dorado, Sunza, Pawnsop, Pusay, foot, Trotter, Blackbird Dahlie and Orlon.

2. Gymkhana Stakes—Spotted Sand, Sunza Cat, Beggar King, Malcom, Attraction, Brutus, What is it (late Inkkebb), Wilkins Micawber and Slam.

3. 3 mile—3 mile Class Handicap, Alexander, Bessie, Moonshine, round and in—Moonshine, Sandmartin, Louza, Sunza, Pawnsop, Savernake, Tussfoot, Rebate, Trotter, Blackbird Dahlie, Target, Brutus, Wee Mouse and Orlon.

7. 1½ mile Handicap—Algerian Chief, Wilkins Micawber, Savernake, Sunza Cat, Beggar King, Gilbertine, Blackbird Dahlie, Malcom, Spand, Attraction, Brutus, What is it (late Inkkebb), Slam, Burning Daylight and Alexander.

Algerian Chief, Louza, Wilkins Micawber, El Dorado, Sunza, White Chalk, Pawnsop, Rowdy Child, Pantile (late Dumore, Dahlie), Ludlow, Scotia Dahlie, Gilbertine, Rebate, King Alfred, Blackbird Dahlie, Salamander, Target, Malcom, Spand, Attraction, Brutus, Wee Mouse, What is it (late Inkkebb), Orlon and Burning Daylight.

5. 5 mile Scoury—Patrick, Sesame, Canton, White Fang, Tejand, Talis, man, Waterlight, Ryan, Bombita, Murphy, Tonic, Ringwood, After Dark and Brown Paper.

6. Handicap—2 mile, Post, once

DAIRY FARM NEWS.

COLD STORAGE

Store your Winter clothes, furs, rugs, carpets &c., in our cold stores. The only safe method of keeping them during the Summer months.

For full particulars apply to the Secretary.

The Dairy Farm, Ice & Cold Storage Co. Ltd.

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LATEST PARISIEN CREATIONS

EVENING DRESSES AFTERNOON GOWNS, SMART COSTUMES & SPORTING APPAREL

LA FAVORITE

9, Beaufield Arcade.

AMERICAN CONSULATE GENERAL, HONGKONG.

TRADE INQUIRY LIST NO 136

Hongkong Merchants are invited to correspond with American concerns seeking Hongkong connections as listed below:—

No. 1356.—Camphor.—William H. Scheel of 159 Maiden Lane and 37 Fletcher Street, New York City, seeks samples, prices and other particulars of crude camphor from Hongkong. Samples and communications should be addressed as above and marked "Personal".

No. 1357.—Diesel & Internal Combustion Engines.—The Western Machinery Company of Los Angeles, Cal., seeks Hongkong connections for the introduction of their line of internal combustion engines. Catalogues of their line are on file at the consulate general.

No. 1358.—Camphor.—The Oriental Reconstruction and Trading Corporation of 25 Broad Street, New York City, seeks samples and prices of crude camphor and invite correspondence.

No. 1359.—Athletic and Sporting Goods.—Thos. E. Wilson and Company of 609 Mission Street, San Francisco, Cal., seek Hongkong connections for the sale of their athletic and sporting goods including tennis, golf, baseball, gymnastics, camp outfit, fishing tackle, etc., and invite correspondence.

No. 1360.—Jewelry Supplies.—Henry Paulson and Company of 37 S. Wabash Avenue, Chicago, Ill., invite correspondence looking to the introduction of their line of watch material, tools, boxes, optical goods, jewelers' supplies, etc.

No. 1361.—Soap, Starch, etc.—The Inter-Continental Company of Bridgeport, Conn., invites correspondence looking to the establishment of connections in the trade in laundry soap, toilet soap, starch, and a few other kindred goods.

No. 1362.—Camphor.—Gregory P. Stolberg of 333-335 Fourth Avenue, New York City, desires to be put in touch with exporters of camphor from Hongkong and invite correspondence.

No. 1363.—Industrial Chemicals; Drugs; Dye Stuffs.—The Meteor Products Company, Inc., of 15 Park Row, New York City, invite correspondence looking to the introduction of their line of industrial chemicals, drugs, and dye stuffs.

No. 1364.—Import and Export.—F. S. Buffum Company, Inc., of 52 Broadway, New York City, seek Hongkong connections for the sale in Hongkong of lumber, iron plate, barbed wire, ship plates, plain wire, resin, and similar products and wish to represent in the United States, a high grade export firm in Hongkong. The company invites correspondence.

No. 1365.—Steel Socket Wrenches.—W

